

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

IT IS SURPRISING
HOW TORIC LENSES
CLEAR YOUR VISION
AND ENHANCE
YOUR PERSONAL
APPEARANCE.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,377 號七十七百三零萬二第 日七初月九年亥癸 HONGKONG, TUESDAY, OCTOBER 16TH, 1923. 二第版 號六十月十年二十國民華中 PRICE, \$3 PER MONTH

INTIMATIONS

The Best Tonic in the East MILK STOUT

There is no drink in all the East to compare with MILK STOUT. The Flavour is splendid and it is full of nourishment. You can feel it is doing you good. But make sure that you get it. Ask for MILK STOUT and then see that the HOP LEAF is on the bottle. The true MILK STOUT is worth the trouble. It's as nice and so good.

Each Pint contains the energising carbohydrates of 10 ozs. pure Dairy Milk.

Agents:
CALDBECK, MACGREGOR & COMPANY, LIMITED.
HONGKONG.
Phone, Central 75.

Branches:
H. & G. SIMMONS LTD., READING, ENGLAND.
R. M. (1)

SPORTING.

GUNS by W. W. GREENER, WERLEY and SCOTT, and Other Makers—British, French and American.
B.S.A. Air Rifles, and Miniature Rifles, 22 Calibre, Repeating and Automatic.
SPORTING CARTRIDGES of all descriptions.
Agents for W. W. GREENER, LIMITED, LEAMINGTON.

HONGKONG SPORTING ARMS
AND AMMUNITION STORE.
3-5, BEACONSFIELD ARCADE.

PEAK TRAMWAYS CO., LIMITED.

TIME-TABLE

Week Days.		
7.00 a.m.	7.10 a.m.	Stop
7.30 " "	8.00 " "	Stop
8.00 " "	8.30 " "	Stop
8.30 " "	8.47 " "	Stop
8.47 " "	8.54 " "	Stop
8.54 " "	9.04 " "	Stop
9.04 " "	9.11 " "	Stop
9.11 " "	9.30 " "	Stop
9.30 " "	11.00 " "	Stop
11.00 " "	12.30 p.m.	Stop
12.30 " "	12.47 " "	Stop
12.47 " "	1.04 " "	Stop
1.04 " "	1.13 " "	Stop
1.13 " "	1.30 " "	Stop
1.30 p.m.	4.00 " "	Stop
4.00 " "	4.30 " "	Stop
4.30 " "	4.50 " "	Stop
4.50 " "	5.10 " "	Stop
5.10 " "	5.47 " "	Stop
5.47 " "	6.04 " "	Stop
6.04 " "	6.13 " "	Stop
6.13 " "	6.30 " "	Stop
6.30 " "	7.00 " "	Stop

SUNDAYS.

7.00 a.m.	7.10 a.m.	Stop
7.30 " "	8.00 " "	Stop
8.30 " "	8.47 " "	Stop
8.47 " "	8.54 " "	Stop
8.54 " "	9.04 " "	Stop
9.04 " "	9.11 " "	Stop
9.11 " "	9.30 " "	Stop
9.30 " "	11.00 " "	Stop
11.00 " "	12.30 p.m.	Stop
12.30 " "	12.47 " "	Stop
12.47 " "	1.04 " "	Stop
1.04 " "	1.13 " "	Stop
1.13 " "	1.30 " "	Stop
1.30 p.m.	4.00 " "	Stop
4.00 " "	4.30 " "	Stop
4.30 " "	4.50 " "	Stop
4.50 " "	5.10 " "	Stop
5.10 " "	5.47 " "	Stop
5.47 " "	6.04 " "	Stop
6.04 " "	6.13 " "	Stop
6.13 " "	6.30 " "	Stop
6.30 " "	7.00 " "	Stop

SATURDAYS.

Extra Car—12 midnight.
NIGHT CARS—WEEKDAYS AND SUNDAYS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.00 p.m. every 30 minutes (Stop).
1.15 " " 11.45 " " 15 " (ping)
SPECIAL CARS
By Arrangement at the Company's Office
ALEXANDRA BUILDINGS
Hongkong, 1st June, 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE

	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon ... dep.	6.41	7.10	8.35	9.15	10.28	12.00	1.18	2.52	4.34	5.27
Yau Ma Tei ... dep.	6.51	7.19	8.44	9.24	10.37	12.09	1.27	3.01	4.43	5.37
Shatin ... dep.	7.03	7.31	8.56	9.36	10.49	12.21	1.39	3.13	4.55	5.50
Taipo ... dep.	7.17	7.45	9.10	9.50	11.03	12.34	1.52	3.26	5.08	6.03
Taipo Market ... dep.	7.22	7.50	9.15	9.55	11.08	12.39	1.56	3.31	5.13	6.08
Fanling ... dep.	7.33	8.01	9.26	10.06	11.19	12.48	2.06	3.40	5.23	6.17
Sheung Shui ... dep.	7.38	8.06	9.31	10.11	11.24	12.53	2.11	3.44	5.27	6.21
Shum Chun ... dep.	7.44	8.12	9.37	10.17	11.30	13.00	2.16	3.50	5.33	6.27
Shen Lung ... dep.	7.49	8.17	9.42	10.22	11.35	13.05	2.21	3.54	5.37	6.31
Canton ... arr.	...	...	...	...	...	...	...	...	...	...

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Canton ... dep.	...	...	...	...	...	...	9.30	11.45	...	...
Shen Lung ... dep.	...	...	...	...	...	...	9.30	11.45	...	...
Shum Chun ... dep.	...	...	...	...	...	...	9.30	11.45	...	...
Sheung Shui ... dep.	...	...	...	...	...	...	9.30	11.45	...	...
Fanling ... dep.	...	...	...	...	...	...	9.30	11.45	...	...
Taipo Market ... dep.	...	...	...	...	...	...	9.30	11.45	...	...
Taipo ... dep.	...	...	...	...	...	...	9.30	11.45	...	...
Shatin ... dep.	...	...	...	...	...	...	9.30	11.45	...	...
Yau Ma Tei ... dep.	...	...	...	...	...	...	9.30	11.45	...	...
Kowloon ... dep.	...	...	...	...	...	...	9.30	11.45	...	...

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ... dep.	7.45	11.30	2.30	6.20	Shatankok ... dep.	6.30	10.15	1.35	5.00
Shatankok ... arr.	8.40	12.25	3.15	7.15	Fanling ... arr.	7.25	11.10	2.00	5.55

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. THOS. COOK & SON, HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONGKONG.

ROBERT BAKER, Manager.

J. T. SHAW.

TELEPHONE CENTRAL 692.

LADIES' & GENTS' TAILOR.

ANOTHER CONSIGNMENT OF
SUITINGS & OVERCOATINGS
JUST ARRIVED, SUITABLE FOR
AUTUMN & WINTER WEAR
SUITS FROM \$60.00.

PERFECTION IN STYLE & FIT GUARANTEED

No. 11, Beaconsfield Arcade
(Opposite City Hall).

THE STANDARD LIFE ASSURANCE CO.

£1,000 on attaining age of the Fifty-five
Premiums moderate. Conditions liberal.

Particulars from—

DODWELL & CO., LTD.
AGENTS, 2, Queen's Building.

KAIPING COAL



COKE,
FIREBRICKS,
STONEWARE PIPES,
GLAZED TILES.

THE KAILAN MINING ADMINISTRATION
HEAD OFFICE—HENTSHIN.

AGENTS: DODWELL & CO., LTD.,
HONGKONG.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., HONGKONG-MACAO LINE.

Sailings to Macao—Daily at 8 a.m. and 3 p.m. (Sundays at 9 a.m. only).
Sailings from Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 4 p.m. only).

Further information may be obtained at the Company's Office, 4, Des Voeux Rd. Central
Messrs. THOS. COOK & SON, or the American Express Company, Hongkong.

Tel. Central 2313.

P. O. Box 530

HAWTHORNE & PEARSON

LADIES' & GENTLEMEN'S TAILORS
AND BREECHES MAKERS

St. George's Buildings, Ice House Street

Next to Cafe Wiseman.

GRAND OPENING SALE

In our New Premises
OLD POST OFFICE SITE
Peddar Street.

SWATOW TRADING CO. MANUFACTURERS

Of Hand-made Chinese Linen Drawn-Work and Embroideries. Dealers in all kinds of Silk Goods of the Best Quality. Cluny, Faint, Venetian Point, Honiton Point, Renaissance Point, Irish, Crochet Laces and Collarettes, Waists and Dresses from the Latest French Patterns, Mandarin Costumes of Various Designs, and Pewter-Ware.

WHOLESALE AND RETAIL.

Inspection Cordially Invited. Telephone 3303.

A Galaxy of Bargains.

HONGKONG HOTEL.

LADIES' HAIRDRESSING PARLOUR

(1st Floor)

Under the Management of an

EXPERT EUROPEAN HAIRDRESSER

Waving—Shampooing, Manicure

Facial and Scalp Treatment, etc.

Hours 9 a.m. to 6 p.m.

Appointments may be made by

Phone—Central 32.

THE HONGKONG HOTEL CO., LTD.

MONDAY OCTOBER 29TH.

JASCHA HEIFETZ.

BOOKING AT MOUTRIE'S.

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, July to December,
1922. With Index. Price \$7.50.
On sale at the Hongkong Daily Press

HOTELS

LEADING FAR EASTERN HOTELS.

HONGKONG:—HONGKONG HOTEL.

PAK HONG.

STANLEY BAY HOTEL.

SHANGHAI:—ASTON HOTEL.

PALACE HOTEL.

GRAND HOTEL KALEY.

PEKING:—GRAND HOTEL DES WAGON LIT.

THE HONGKONG HOTEL CO. LTD.

In conjunction with

THE SHANGHAI HOTELS, LTD.

and

THE GRAND HOTEL DES WAGONS LIT., L. 22

(14)

KING EDWARD HOTEL.

CENTRAL LOCATION

Electric Lifts and Lighting.

Telephone on each floor.

Hotel Launch meets all Steamer.

Telephone Central No. 372

Tel. Address: VICTORIA.

J. WITCHELL,

Manager.

VICTORIA HOTEL CANTON.

Only 4 hours from Hongkong by Rail in most luxurious rail coaches.

7 hours by Water in very up-to-date Steamer via the Pearl River.

The Only European Hotel in Canton. Cooking exclusively under European supervision.

Official Hotel for all the leading Tourist Co's. in the World.

European or American Plan.

This Hotel has just been renovated and is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR and BILLIARD ROOMS.

TERMS MODERATE.

Special arrangement for families on application to—

J. H. OXBERRY,

Proprietor.

PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Rds.

Tel. K. 3.

Tel. Address: Palace.

TWO Minutes from Ferry and Railway Station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR and BILLIARD ROOMS.

TERMS MODERATE.

Special arrangement for families on application to—

J. H. OXBERRY,

Proprietor.

SEAMEN'S INSTITUTE

(21, PRAYA EAST, HONGKONG)

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Coaches Hall, Church.

Private cabins and beds in Dormitories.

Steam Launch "Davydov".

FOR SALE.

CARMONA FERTILIZER.

It promotes Healthy and Vigorous Growth and in this way imparts to the Plants sufficient strength to prevent Disease attacking them.

GRACA & CO.,

DEALERS IN GARDEN SEEDS, POSTAGE STAMPS, FACTORIAL POST CARDS, ETC.,

No. 10, WYNDHAM ST.,

P.O. Box 681, HONGKONG.

THORNYCROFT

AND CO., LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Basingstoke

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 60 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES
8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS

For Quotation, Apply—
ROBERT DOLLAR BUILDING,
SHANGHAI.

The Choice



of your Underwear and Pyjamas should be made with care and consideration.
We understand such matters and always study the individual need of our customers.
Therefore we can assist you to the right choice.

SPECIAL SHOW OF UNDERWEAR AND PYJAMAS

Mackintosh & Co., Ltd.,

Men's Wear Specialists.

Alexandra Building. Des Vaux Road.

WHITE PINE COUGH SYRUP

WILL
STOP YOUR COUGH

It contains Soothing Balsams and Astringent Principles

GOOD FOR YOUNG AND OLD.

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

YEE SANG FAT CO.

JUST RECEIVED

A Large Assortment of

WARDROBE and CABIN TRUNKS

SUIT CASES and TRAVELLING RUGS

All at Reasonable Prices.

Latest Styles

WATER PROOF

RAINCOATS

Gents, Ladies and Children

YEE SANG FAT CO.

There's
no "IF"
buto

Conklin's

Self-Filling

Fountain Pen

It's a Pen that

Writes Right.

THE WING ON CO., LTD.

The Home of Value.

TO HELP CHINA.

"GET BEHIND MISSIONARY EDUCATION."

The following is the concluding portion of an important speech given by Mr. Frederick W. Stevens, representative in Peking of the American Group of the China Consortium from 1920 to 1922, at a recent dinner in New York to Mr. C. R. Crane, formerly American Minister in China:

I know of no better way for individuals to help China than by helping to increase the opportunities of the arising generation of Chinese to obtain education of the right kind—the kind that takes into account the moral side of life—the kind that breeds character, the kind that teaches that citizenship carries with it public duties as well as personal advantages, and what those duties are; the kind that will produce a determination on the part of the educated classes to see that corruption in the government service is smashed; that armies are disbanded and that the government is run for the benefit of the masses; the kind of education that is being offered in the primary schools, the middle schools, the colleges and universities, carried on under missionary auspices, in charge of as unselfish a lot of people as can be found anywhere in the world. These institutions are all too limited in their physical ability to reach the Chinese who need their help, and are eager to have it.

I have come to believe that America's greatest contribution to China, greater even than America's political friendship, is the work of the American Christian Missionaries in China. This statement may indicate the importance I attach to the need of moral regeneration which must precede any great political and industrial improvement. In all China there is not a single organization, on a scale of importance, that aims at moral improvement, or that is calculated to bring it about, that is not traceable in its origin to the Christian Missionaries. I have inquired among all kinds of people from all parts of China for such an activity of non-Christian origin, without finding one. One who engages in an effort to learn what is the matter with China, and what is the remedy, whatever may have been his former attitude toward religion, cannot fail to become interested in religion as a factor in China. The Chinese are a non-religious, not an anti-religious people. Neither Buddhism nor Confucianism nor any other of the Oriental religions is any longer a motive force in China. A distinguished scholar, who spent a long period in China, has recently declared: "Instead of carping at missionaries, we should remember that they have been almost the only ones in the past with a motive force strong enough to lead them to take an active interest in Chinese education."

I regard the Christian universities, colleges, academies, middle schools and primary schools, with their nearly 250,000 Chinese students, as most potent factors in fitting China for taking her proper place in the world drama. They are doing a work of far-reaching and vital importance, and with an unselfish devotion far above praise. Sometimes I wonder if there may not some time travel up and down this great land a Chinese John Wesley, or, better still, a hundred of them, bringing to a high pitch the moral sense of the people, as John Wesley aroused the English people long ago.

SINGAPORE HARBOUR BOARD IMPROVEMENTS AT THE DOCKS.

The following notes are taken from the statement issued with the Budget address recently delivered by H.E. the Governor of the Straits Settlements:

Substantial reductions were made in the rates for hire of the Dry Docks, and for labour and material, and these reflect on the Gross Revenue of the Dry Docks.

There was an appreciable decline in the quantity of general cargo stored on the Board's premises, and coal bunkering at the wharves continued to decline.

The timber jetty east of the King's Dock entrance was enlarged and strengthened for the purpose of berthing vessels required to discharge or load fuel oil.

The Board undertook the preparation of a scheme to provide facilities at certain sections of the Board's wharves for the supply of oil fuel to vessels. The Board's proposals are still being considered by the Oil Companies interested.

A Plater's Shop was erected and fully equipped with a heavy plate roller and a flanging machine capable of dealing with the largest and heaviest ship plates.

A new 30-ton Electric Crane was erected at the King's Dock, and the 15-ton Electric Crane removed from the King's Dock and re-erected on the Main Wharf.

The sum payable to the Municipal Commissioners of the Town of Singapore, in lieu of rates to be assessed on the lands and tenements so exempted, and the houses and buildings thereon was increased from \$53,220 to \$54,000 per annum, with effect from January 1st, 1922.

As a tentative measure, with a view to encouraging the trade of the Port and cargo handling at the wharves, substantial reductions were made in Wharf Rates and Charges, with effect from January 1st, 1923.

Statistics of the toll of the Indian jungle show that last year 3,263 people were killed by wild animals, tigers being responsible for no fewer than 1,603 of the total. The mortality from snake-bites rose to 20,090. In 1922-23 269 wild animals and 58,370 snakes were destroyed.

COMPANY MEETINGS.

THE HONGKONG HOTEL CO., LIMITED.

PROPOSED AMALGAMATION WITH SHANGHAI HOTELS.

In connection with the proposed amalgamation of the Hongkong Hotel Company, Limited, with the Shanghai Hotels, Limited, an extraordinary general meeting of these two companies was held in the Hongkong Hotel yesterday morning, when various extraordinary resolutions were passed approving the amalgamation, and providing for the legal arrangements consequent on such amalgamation.

THE HONGKONG HOTEL CO., LTD.

The Hongkong Hotel Co., Ltd. met at eleven o'clock.

The Chair was taken by Mr. J. Scott Hurston, others present being the Hon. Mr. A. R. Lowe, the Hon. Mr. P. H. Holyoak, and Mr. E. Raymond (Directors), Mr. J. H. Taggart (Managing Director), Mr. W. J. Hawker (Secretary), and Messrs. T. R. Parsons, A. W. Smith, W. E. Van Eps, H. J. White, T. N. Chap, Fung Tat Chang, F. M. Ellis, and H. J. P. Norton.

The total number of shares represented was 44,850.

The Chairman said:—As indicated in a "notice" which has just been read by the Company's Secretary, this meeting has been convened for the purpose of considering, and if thought fit, passing an extraordinary resolution approving the conditional agreement which has been prepared for the purpose of carrying into effect the amalgamation of the business and undertaking of the Shanghai Hotels Limited with the business and undertaking of this Company. The project of the amalgamation was made public some time ago, having been referred to in specific terms at an extraordinary general meeting of the Shanghai Hotels Limited held as far back as the 31st May, 1922.

The scheme of amalgamation is fully set forth in the conditional agreement referred to in the resolution which is set out in the notice convening this meeting, and, as there indicated, a copy of such agreement has been open for inspection by shareholders at the Company's registered office and at the office of its solicitors, Messrs. Deacon, Harston & Shenton. There are also copies on this table, and if any shareholder desires he may inspect same.

Stated briefly, the scheme of amalgamation is one whereunder the shareholders in the Shanghai Hotels Limited other than this Company—which as you know owns approximately 55 per cent of the shares in the Shanghai Hotels Limited—will receive two shares in this Company of the nominal value of \$10 each (credited as fully paid up and ranking *pari passu* with the existing "Old" shares of this Company for the purpose of participating in all dividends declared by this Company in respect of the financial year ending 31st December, 1923) for each one share in the Shanghai Hotels Limited held by them respectively, and whereunder the complete undertaking, business and assets of the Shanghai Hotels Limited will be transferred to this Company in exchange for the payment, satisfaction and discharge by this Company of all the debts and liabilities whatsoever of the Shanghai Hotels Limited. Material advantages have already accrued to both companies as the result of the acquisition of this Company in May, 1922, of the controlling interest in the shares of the Shanghai Hotels Limited, and your Board are unhesitatingly of opinion that much greater advantages will eventuate as the result of the amalgamation of both companies, since such amalgamation will lead to co-ordination in the running of the business of the amalgamated companies, and thus make for greater economy and more effective control.

I do not think there is anything further with which I need deal, but if any shareholder would like to ask any questions or seek any explanation, I shall be pleased to endeavour to answer such questions and give such explanation to the best of my ability.

There were no questions, and the Chairman proposed:

"That the Conditional Agreement submitted to the meeting for the amalgamation with this Company of the Shanghai Hotels Limited upon the terms (*inter alia*) of the acquisition by this Company of the complete undertaking, business, goodwill and property of the Shanghai Hotels Limited in return for the issue to members of that Company (other than this Company) of two shares of this Company of the nominal value of ten dollars (\$10.00) each credited as fully paid up for each and every complete share held by such members respectively in that Company be and the same is hereby approved and the Directors be and they are hereby authorised to carry the said Agreement into effect with such (if any) modifications either before or after the execution thereof as they may think fit."

Mr. VAN EPS seconded, and the resolution was carried unanimously.

This concluded the business of the meeting.

THE SHANGHAI HOTELS, LTD.

A meeting of the shareholders of the Shanghai Hotels Limited followed. The chair was taken by Mr. J. Scott Hurston, those present being the Hon. Mr. A. R. Lowe, the Hon. Mr. P. H. Holyoak, Mr. E. Raymond, and Mr. J. Taggart (Directors), Mr. W. J. Hawker (Secretary), and Messrs. A. W. Smith, T. A. Barry, F. C. Barry, T. R. Parsons, Fung Tat Chang, J. P. Bourne, H. J. P. Norton, W. D. Goodfellow, S. C. Cook, and H. Gittins. The total number of shares represented was 65,149. The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen.—At the notice which the Company's Secretary has just read indicates, this meeting has been called for the purpose of considering, and if thought fit, passing certain resolutions as extraordinary resolutions in connection with the proposed amalgamation of this company with The Hongkong Hotel Company Limited. These resolutions were:

(1) The approval of the proposed amalgamation, the winding up of this Company, and the appointment of a Liquidator with power to such Liquidator to delegate his duties as indicated in the first of such resolutions.

(2) The approval of the conditional agreement referred to in the second of such resolutions and the authorisation of the Liquidator to carry such agreement into effect.

(3) The fixing of the date for the ascertainment of the shareholders in this company who are, pursuant to the third of such resolutions, to receive an allotment of shares in the Hongkong Hotel Company Limited under the terms of the conditional agreement.

(4) The authorisation of the Liquidator pursuant to the fourth of such resolutions to give such consent as may be necessary to the change of the name of the Hongkong Hotel Company Limited to that of The Hongkong and Shanghai Hotels Limited.

You will no doubt recollect that at the extraordinary general meeting of this company which was held in Shanghai on the 31st May 1922 in connection with the increase of the borrowing powers of the company, the Chairman (Mr. Brodie Clark) in the course of his speech remarked:

"I do not propose to lay before you anything but a brief resume of the joint programme to be adopted by these two large Hotel Companies. I am confident, however, that you will appreciate the fact that the main Hotel interests in the Far East will henceforth be subordinate to one administration. It is intended so soon as practicable to merge the Companies and shareholders will be notified in due course of the details of the scheme of amalgamation. At such time it is proposed to have the head office of the new Company established in and directed from Hongkong."

Since the date of that meeting, the head office of this company has been removed from Shanghai to Hongkong, and your Directors consider that the time has now arrived when, as fore-shadowed by Mr. Brodie Clark, there should be a merger of the two Companies. To that end the scheme of amalgamation which is contained in the conditional agreement referred to in the second of the resolutions which are before this meeting, has been prepared. Copies of that agreement have, as stated in the notice convening this meeting, been open for inspection by shareholders at the registered office of this Company, and at the office of its Solicitors, Messrs. Deacon, Harston and Shenton, and also at the Shanghai office of the Company. There are copies of the agreement on this table which any shareholder may inspect if he so wishes.

Under the scheme of amalgamation the shareholders in this Company other than the Hongkong Hotel Company Limited—which latter owns 55% of the shares in this Company's undertaking—will be allotted two shares in the undertaking of the Hongkong Hotel Company Limited of the nominal value of \$10 each (credited as fully paid up and ranking *pari passu* with the existing "Old" shares of the Hongkong Hotel Company, Limited, for the purpose of participating in all dividends declared by the Hongkong Hotel Company, Limited, in respect of the financial year ending 31st December, 1923) in exchange for each one share held by them respectively in this company; while the complete undertaking, business and assets of this Company will be transferred to the Hongkong Hotel Company, Limited, in exchange for the payment, satisfaction and discharge by the last mentioned Company of all the debts and liabilities whatsoever of this Company. I think you will agree that the terms offered to the shareholders of this Company under the above scheme are most equitable and err if at all on the side of liberality, especially when you take into account the advantages which are likely to result from the amalgamation.

In this respect you know the benefits which have already accrued to this Company as the result of the acquisition by the Hongkong Hotel Company, Limited, in May 1922 of the controlling interest in the shares in this Company's undertaking, and you also know how this Company's financial position has thereby been enabled to be brought from its former chaotic state to one of stability. You can, therefore, the more readily realise that the amalgamation of the two businesses into one will lead to still further benefit to both Companies from the enhanced economy and more effective control which will be the product of such amalgamation.

I do not think it is necessary for me to say anything further, but should any shareholder wish to ask any questions or seek any explanation, I shall be pleased to endeavour to answer such questions and give such explanation to the best of my ability.

No questions were asked.

(Continued at foot of next column.)

HOW THE PRESIDENTIAL ELECTION WAS WORKED.

ONLY 50 MEMBERS PRESENT WHO REFUSED BRIBES.

Mr. Rodney Gilbert, writing to the *Daily News* from Peking on the Presidential election says:

Certainly every precaution was taken to make the event a success. No Member of Parliament was trusted with real money until after his vote had been cast and recorded. He was given a cheque to cover whatever his price might be—the average being about \$5,000 each—with the understanding he would get a chop on it that would make it negotiable when he had voted. The total expenditure, according to the most reliable reports, was \$2,400,000. Arrangements were made through the leaders in the various parliamentary clubs. Many of these leaders are said to have been paid \$10,000, while some cases have come to light in which the less influential voters got no more than \$2,000 apiece. At the end, according to the house-secrétaires, there were less than 50 out of the total of 500 members present who refused to accept bribes. These were presumably the ones who voted for such persons as Sun Wen, Tuan Chi-ji, Wu Pei-fu, etc., etc.

During the early part of the day the number of those who refused to vote or accept bribes was very much larger, but the clever campaign agents, when faced to abandon the men, went after the women and appealed to their common sense, pointing out that \$3,000 for an afternoon spent in pleasant company was not to be sneezed at. The result was that scores of unwilling voters were actually taken to the Houses of Parliament by their wives or "lady friends" who made sure that they entered the building.

The soldiers, under Wu Ching-lien's orders, made sure that once inside they did not leave it. One member tells the writer that the campaign managers were prepared to hold the quorum by force for 26 hours if the early ballots showed a disposition on the part of any element to vote the wrong way in appreciable numbers.

The railway stations were watched by hordes of well-trained detectives in plain clothes. Any member attempting to leave was assailed by an apparently irate but simple citizen who charged him in loud tones with trying to escape the payment of a debt. After the usual altercation, in which the M.P. made a theatrical denial of all knowledge of the debt or the creditor, the police intervened and suggested an investigation. This sufficed to take the M.P. back to his headquarters where his ruffled feelings were soothed with the usual cheque. Motor-cars and carriages were hired for every member who would agree to be trundled up to the meeting and the mass of vehicles assembled at the House of Parliament exceeded anything which the writer has yet seen in Peking.

The Chairman then proposed:

"That it is expedient to effect an amalgamation of this Company with the Hongkong Hotel Company, Limited, whose registered office is situated at Victoria in the Colony of Hongkong and with a view thereto that this Company be wound up voluntarily and that Walter John Hawker of Victoria in the Colony of Hongkong be and he is hereby appointed Liquidator for the purpose of such winding up with full power to delegate all or any of his duties as he in his absolute discretion may think fit for the purpose of appointing a person or corporation in Shanghai in the Republic of China to act in conjunction with him and under his control and as his agent for the purpose of carrying out such liquidation."

Mr. Fung Tat Hang seconded, and the resolution was carried unanimously.

The Chairman then proposed:

"That the Conditional Agreement submitted to the meeting for the amalgamation of this Company with the Hongkong Hotel Company, Limited, upon the terms (*inter alia*) of the acquisition by the Hongkong Hotel Company, Limited, of the complete undertaking, business, goodwill and property of this Company in return for the issue to members of this Company (other than the Hongkong Hotel Company, Limited) of two shares of the Hongkong Hotel Company, Limited, of the nominal value of ten dollars (\$10.00) each credited as fully paid up in respect of each and every complete share held by such members of this Company respectively, be and the same is hereby approved and the Liquidator be and he is hereby authorised pursuant to Section One hundred and eighty-five of the Companies Ordinance, One thousand nine hundred and eleven to adopt the said Agreement and carry the same into effect with such (if any) modifications either before or after the execution thereof as the said Liquidator may think expedient."

Mr. A. W. Smith seconded, and the resolution was carried unanimously.

The Chairman then proposed:

"That the aforesaid shares of the Hongkong Hotel Company, Limited, shall be allotted to such aforesaid members who are on the Register of Shareholders of this Company on the date of the confirmation by this Company of the Special Resolution confirming the said Conditional Agreement."

Mr. J. P. Bourne seconded, and the resolution was carried unanimously.

The Chairman then proposed:

"That the Liquidator be and he is hereby authorised to give such consent as may be necessary to the name of the Hongkong Hotel Company, Limited, being changed to 'The Hongkong and Shanghai Hotels, Limited.'"

Mr. S. C. Cook seconded, and the resolution was carried unanimously.

This concluded the business of the meeting.

ROYAL HONGKONG YACHT CLUB. ANNUAL MEETING. THE COMMODORE'S SURVEY OF THE PAST SEASON.

The annual meeting of the Royal Hong Kong Yacht Club took place in the Club House at North Point yesterday evening. The Chair was taken by the Commodore (the Hon. Mr. A. R. Lowe), supported by the Vice-Commodore (Mr. D. K. Blair), the Hon. Secretary (Mr. D. L. Ralph), and the Hon. Treasurer (Mr. A. Ritchie).

The CHAIRMAN, proposing the adoption of the report and accounts, said:—

Our honorary secretary seems to have spent quite a lot of time in their preparation and the full reports of the various Committees leave little more for me to say. In passing I may say that the design on the front page is not intended to be a portrait of any member, as some may think, but is the emblem of the Club well known to you all which was adopted when the Club was granted the Royal Warrant and was chosen by the late Sir Henry May one of a number of designs because he had never seen a dragon depicted full face before. (Laughter.)

It is customary on these occasions for your Commodore to make a short survey of the past season's happenings, and in looking back the predominant note is success. I don't think it because it has been my year of office, although I am glad it has so happened, and feel privileged if I have assisted in the attainment of the Club's present happy position; but in all directions we see more interest, more competition, improvement in the standard of sailing and in rowing, more life in the Club house, a new spirit of vitality all round which augurs well for the future.

As always, the Club's activities are hampered for lack of funds. The closest check has been kept on expenditure this year but subscriptions from all sources amounting to \$9,184, fall to cover general running expenses, amounting to \$8,967.57, by nearly \$200, but in spite of this a small surplus is shown on the working account. The obvious remedy is to rope in more members.

There is a tendency for older members when they have given up rowing or have retired, to get a small yacht with no wind, or getting wet through too much. I withdraw not only from active interest in the Club but from membership altogether. More than 50 per cent. of the membership of the Club has changed during the past three years. Of course, I know it is inevitable out in the East, as junior men in the bigger boats are always being transferred, but it is all the more reason why the older members should support the Club.

No depreciation has been written off this year as in the case of the building and fittings, with the continual rise in prices, these are already shown at a low enough figure, and in the case of the boats and oars, with the new boats so generously presented, added to the fleet, this figure will probably be considerably increased. More than enough provision to meet all claims under this head is provided by the entrance fees, \$1,700, which are as usual added to reserve and not treated as revenue. The Reserve Account now amounts to \$11,000 and can therefore provide any extraordinary depreciation if necessary.

As regards boats I would like to make special reference to the support the Club has received by the gift of the new boats referred to in the Rowing Report. It means a lot to the Club; we could not in all fairness to the sailing members lay out a large sum in the purchase of a new fleet and the outlook for the rowing section was very discouraging. With our new boats come new members, a revival of "Hong" Races, and a further revival of vitality to which I referred before.

In a couple of weeks now our men in conjunction with the Victoria Recreation Club will be off to Shanghai to struggle again with our Northern friends for Interport Honours. Mr. Donald Logan has been responsible for getting the crews together and I am sure you will wish them success.

There are many other matters to which I could refer but they are all touched on in the various reports and I will not take up your time by going over the same ground again, except to call attention to the popularity of the bowling green, especially amongst the more elderly though still growing members (laughter)—who have apparently got much pleasure under pleasant open air surroundings, and derived much good from this form of Muller's exercise.

The duties appertaining to office as Commodore are almost completed and I feel one of my last acts should be to thank all those who have done the work during the past season. Gentlemen, there are too many for me to name them all. I do, however, appreciate the work that they have all done to which in no small measure must be attributed our present prosperity, and I am sure they are satisfied in seeing the Club so popular. I must, however, mention the Honorary Treasurer Mr. Ritchie. Members don't go or hear much of him, and when they do it is usually an account to be settled and they are inclined to be prejudiced; but the accounts are most important and require many hours of careful work which Mr. Ritchie has ungrudgingly given, and I know you join with me in this expression of thanks. (Applause.)

And then we have our Honorary Secretary, Mr. Ralph. We always seem to hear him, full of energy which he has used with good effect in the interests of the Club and I trust he will continue to carry on the good work. (Applause.)

With these few remarks I beg to propose the adoption of the Reports and Accounts for last season and after the resolution has been duly seconded I shall be pleased to answer any questions members care to ask.

The Hon. Mr. C. McL. Messer seconded, and this resolution was carried unanimously.

The next business was the election of a Commodore. The CHAIRMAN said it was his privilege to suggest to them the name of their Vice-Commodore, Mr. D. K. Blair. Mr. Blair was better known to members, both old and new, than any other possible nominee, and he felt sure Mr. Blair would meet with their approbation. He had been a member of the Club for many years, and had consistently taken a great interest in the management of Club affairs. At various times he had held every office in the Club, except that of Commodore. He had won races in all classes of sailing yachts, and taught himself (the Hon. Mr. Lowe), all he knew about sailing, and this after he had begun his life as a professional and an expert. (Laughter.) As Commodore he was under a great debt to Mr. Blair for his help and assistance, and previous Commodores had expressed similar sentiments regarding him. The rowing members, also, were under a great debt to Mr. Blair for he had always been a prominent figure in rowing, and official at regattas for years past. He felt sure Mr. Blair would make a successful Commodore, and that the "Royals" would be as proud of him as he was of the "Royals." (Applause.)

Mr. H. S. Rouse seconded the proposition, and endorsed the Chairman's remarks.

The resolution was carried with acclamation.

Mr. Blair, in reply said:—

I thank you sincerely for the great honour you have conferred on me by electing me your Commodore for the coming season and also, Mr. Chairman, for the very kind references you have made regarding my usefulness to the Club. My work in connection with the Club has been a labour of love. I can assure you it was only after heavy pressure and not without difficulties, humbly referred to by my friends as "hacking," that I consented to my nomination going forward because I recognized, and no member perhaps more acutely so, the great responsibilities of a leader of such a distinguished institution as the Royal Hong Kong Yacht Club, combining as it does four different sections of sport and occupying the prominence the Club undoubtedly does in this Colony.

It has been my privilege and pleasure for a good number of years to be closely associated with the various past Commodores and to have taken a modest part in guiding the Club's policy and preserving its identity as a Sporting Club (especially during the Great War) when so many of the younger members were engaged pulling their weight at times with a boat with very little freightage. With a greatly depleted membership and the highly necessary calls of the Government on the time of the Colony, the somewhat long distance of the Club House, from the centre of the City, and a natural reluctance on the part of citizens to engage in any sport whatsoever during that long period of five years, the financial outlook was none too rosy and the Club was only held together through the success of a scheme evolved by our modest old friends, Mr. Carpenter, Mr. Carpenter conceived the idea of admitting certain approved non-members of the Club to the Swimming Section against a fee of \$12 for the summer months—a privilege which was readily availed of owing to the fact that launches were not permitted outside the Harbour, and this help combined with the generosity of Mr. Smyth enabled us to weather the storm. Now of course the then Commodore would have been quite helpless without the sympathetic co-operation of the few members remaining in the Colony. The combined efforts of that handful of enthusiasts is reflected in the sound financial position of the Club to-day and it is only by the continued enthusiastic co-operation of members that I, your new Commodore, can hope to pull off a successful season, therefore, I know I can rely on the assistance of all of you to maintain the dignity and prosperity of this Yacht Club, second to none in the Empire, outside the British Isles. I do not know of any other port having such a large fleet of racing yachts. We have a Rowing Section now happily well equipped with boats, oars and oarsmen and I feel confident that our representatives at the forthcoming Interport Contests to be held at Shanghai will do us credit. The Swimming Section carries on without much supervision but we have a growing and enthusiastic band of bowlers consisting principally of older members of the Club who bid fair to hold their own with the older Bowling Clubs of the Colony, more particularly so if they will only arrange to cease play after tea-time. Gentlemen, I feel I have been put in on a good wicket, or rather, in fair weather, but I am sensible of the fact that I can only keep my end up, or rather keep the boat steady, with the cordons of friends and supporters around me who have assisted our late Commodore, the Hon. Mr. A. R. Lowe, in the past. I should have liked to have seen Mr. Lowe continuing in office because I know he would do it well, but as he has intimated that he will be going home on furlough before the season ends, and as the year ahead may complete any further usefulness I may be to the Club here, it gives me great pleasure to accede to your wishes to see your Commodore. Following the example of many of my distinguished predecessors I shall do everything possible in my power to forward the interests of this Club so dear to me, and I thank you for placing your confidence in me.

(Continued at foot of next column.)

"WHY DO PEOPLE SUFFER?" SERMON BY THE REV. H. COPELEY MOYLE.

The following sermon was preached in St. John's Cathedral on Sunday morning by the Senior Chaplain, the Rev. H. Copeley Moyle.

"Or those eighteen upon whom the tower in Siloam fell, and killed them, think ye that they were offenders above all the men that dwell in Jerusalem?"—Lk. xiv. 15.

The second lesson we have just heard tells us of two incidents in which a sudden and unexpected death overtook a number of people. We know nothing of these two incidents from any other source than St. Luke. The massacre of Galilee, whose blood Pilate had mingled with their sacrifices, was no doubt one of the reported massacres of uncondemned persons which Pilate had authorized, and which caused him to be so hated by the Jews. The fall of the tower in Siloam may have been in connection with Pilate's scheme for providing a better water supply for Jerusalem. It is known that he tried to increase the water supply of Jerusalem by improving the aqueduct from Siloam. His scheme was not successful, and he was made detestable in the Jews' eyes by the fact that he had taken money from the Temple Treasury to pay for the project. Such an act was regarded by the Jews as sacrilegious, and no doubt they explained the fall of the tower and the death of the 18 people as a mark of God's displeasure. It was probably this idea, then prevalent amongst the dwellers in Jerusalem which our Lord had in mind. He says distinctly that they are wrong. The tower did not fall because God wished to punish these people but because it was badly built. These were, probably, contractors in those days who tried to get rich quickly, and they had put bad work into the tower so it fell, and they were responsible. It was not God's doing at all.

It was a common mistake to think that trouble and misfortune were a sign of God's displeasure. It was an old pagan idea which the Jews had not got rid of, and which still is to be found amongst Christians though Christ often spoke against it. That beautiful dramatic poem "which we call the book of Job" seems to have been written by someone who was thinking over the problem of pain and suffering. The only reason that Job's three friends could find for his troubles was the belief that God was punishing Job's sin. But Job refused to acknowledge having committed any sin which demanded so heavy a retribution, and another speaker in the book, Eliphaz, tried to show that trouble need not be a punishment but might be for the improvement of character. The author of the book does not solve the problem of pain and suffering but he shows us the spirit in which we ought to meet the calamities of life, a spirit of submission to the omnipotence and of trust in the wisdom of God, and he recognizes the fact which Job's friends had not perceived that righteous people may have to suffer. We know that very often a good man's sufferings may be due to his goodness. It was so with our Lord Himself and with the martyrs. Their sufferings were in many cases the direct result of their goodness. And when we perceive what seems to us unexplained suffering we are apt to ask the question, "Why does God allow it?" And we may doubt if a complete answer has yet been found to that question.

(Continued on next column.)

Mr. R. V. CARPENTER proposed, and Mr. W. A. VAN ANDEL seconded, that Captain T. Arthur be appointed Vice-President.

The motion was carried unanimously. On the proposition of the CHAIRMAN, seconded by Mr. F. G. VAUX, the following were elected as Yachting Committee: Commodore H. E. Grace, R.N., Messrs. E. Cope, D. H. Blake, H. S. Rouse, A. W. Van Andel, Captain A. W. Davison, R.N., and Mr. W. Logan.

On the proposition of Mr. W. Logan, seconded by Dr. Minter, the following were elected Rowing Committee: Mr. R. W. Carpenter, R. L. Mowbray, D. C. Logan, O. S. G. Sheppard, W. R. Andrews, and A. W. Robson.

Mr. Blair, in proposing the re-election of Mr. Ritchie as Treasurer and Mr. Ralph as Secretary, said he thought they were lucky in having two such men for the position.

Captain T. ARTHUR seconded, and the motion was carried with enthusiasm.

Proposing the adoption of the revised sailing by-laws, Mr. H. S. Rouse explained that they had had no hand book or revision of the by-laws of the Club since 1916-17. Since that time new boats had been built for the Club and a number of points had had to be made necessary to get out some revised by-laws, and these had been circulated to members and were in their hands that day. There had also been a certain amount of heated argument while making these by-laws on the subject of profits, and he ventured to suggest to members that game could become successful unless there were certain definite rules, and unless these rules were abided by. He would say, however, that no profits that had been lodged were found to be trivial. He had been fortunate enough to get a copy of a Royal Yacht Squadron programme of the events at Cowes this year, and he noticed that even there, amongst people who were supposed to be even as anti-Caesars' wife, above suspicion, yachtsmen had to sign the declaration form, including the one which stated that they were bound not to start an auxiliary engine while in progress of a race, and that is a thing which has been done here. Mr. Rouse continued. The speaker then went on to explain the rules.

The revised by-laws were then adopted. The meeting concluded with a hearty vote of thanks to the ex-Commodore for his services during the past year.

It is evident that God wishes us to be virtuous people, people who prefer right to wrong. And so it is necessary that we should have the power of choice. He could no doubt have made us machines which would have worked perfectly, but He wanted beings who freely chose the right, and as men had the possibility of choice it necessarily followed that some might choose evil, and so we got evil in the world with its resultant pain and suffering. We may sum the matter up thus: There is no virtue in being good unless you have the chance of being bad. And given the power of choice some people will choose evil, so if you are to have real goodness you must run the risk of having real wickedness also. Take an illustration. Two merchants go away for a week's holiday. The first Mr. A. is a suspicious man. He locks up his safe and puts everything valuable away and takes his keys with him, having so arranged everything that his head clerk cannot possibly cheat him. The second Mr. B. is of a different disposition, he trusts his head clerk, and before going for his holiday he takes out his keys and gives them to his clerk and tells him to carry on. At the end of the week the two men come back and find their offices all right. Mr. A.'s clerk had not cheated because he had not the chance, and Mr. B.'s clerk because he would not. One had the power of choice and the other had not, and no one could say that Mr. A.'s clerk was a virtuous man for he had no chance of doing wrong.

So we can see clearly that if God wanted virtuous people and not accurate machines He was bound to give man the power of choice and with that power there must follow the possibility of evil. But evil, when it comes, is the result of man's wrong choice, not a punishment inflicted by God. We can inflict evil on others if we make a wrong choice. But we have no right to say that God has inflicted that evil. God's great object in the world is to increase goodness. And the only way that can be done is to bid us be good and show us an example of goodness and then leave us to choose.

In the matter of sickness, and disease our Lord Jesus Christ by His example has shown us that God wishes sickness to be banished. He went about healing the sick and banishing all disease and when people speak of God sending sickness they are uttering a pagan and not a Christian view of the matter. Sickness comes as the result of our breaking the laws of health and is largely, if not chiefly, avoidable. A medical authority said that if everyone slept with the windows open and refrained from spitting, the disease tuberculosis would be wiped out in a generation. Many diseases are the direct result of breaking the laws of health and it is no truer to say they are sent by God than it would be to say God killed a man who deliberately jumped over a precipice. If you could do away with all excessive use of alcohol, with all gluttony and with all unchastity you would wipe out most of the diseases of mankind.

The idea of God being like an angry school master who is always boxing our ears, is a common idea with the "man in the street" but it is not Christ's teaching. It is a relic of paganism found lingering amongst the Jews in the Old and New Testament but never encouraged or endorsed by our Blessed Lord. The great central point of the teaching of Jesus is that God is our loving Father. He is not some vague power that works the universe in an impersonal way. He is not a well meaning but weak God struggling against forces that are too great for Him as Mr. H. G. Wells would have us believe, reviving the old idea of the Gnostics. But God is a Father who loves us, and has given us the choice of good and evil because He wants us to be good people and not smoothly running machines. If He had forced us to do always what is right there would have been no real goodness in the world. If God wanted to see goodness in men's lives He had to take the risk of wickedness being chosen. But He Himself has come and taken our human nature to give us an example of perfect goodness, and He is ready at all times to give us the strength to choose goodness. To-day He is watching you and me as we make our choice between good and evil. He will not force us to choose right, but He is longing for us to make the right choice, and we may imagine Him saying now, as He said over Jerusalem: "If thou hadst known, even thou, at least in this thy day, the things which belong unto thy peace."

SPORT.
CRICKET.
The following are the H.K.C.C. teams for Saturday, October 20th, all matches commencing at 2.15 p.m. sharp:—
1st XI. v. I.R.C. 1st XI. League match, H.K.C.C. ground.—E. J. R. Mitchell (capt.), R. E. A. Webster, H. Owen Hughes, E. G. Lamport, A. L. Gace, G. R. More, A. C. I. Bowker, E. G. England, D. H. F. McAlister, D. E. G. Nicholson, H. E. Holland.
"A" team v. K.C.C. 1st XI. friendly match, K.C.C. ground.—L. D. McNeill (capt.), A. V. T. Dean, F. C. Miller, J. N. Owen, G. H. Piercy, D. Reid, W. W. Mackenzie, T. Riddell, P. Jacks, J. E. Hancock, R. Remington.
2nd XI. v. University 2nd XI. friendly match, University ground.—G. W. Sewell (capt.), A. K. Mackenzie, J. P. Bridger, R. M. Chaloner, J. R. Way, L. G. Johnson, A. R. F. Raven, H. Griffin, E. D. Black, W. Brackenridge, H. H. Day.
A Hotel bus will convey members of 2nd XI. to University and back, starting at 1.45 p.m. from Pavilion and returning at 6.20 p.m. from University.

QUEEN'S v. R.E.
The following will represent Queen's College in a friendly match with the R.E. to-morrow (Wednesday), on the latter's ground, at 2.15 p.m. sharp:—J. C. Fletcher, H. R. Meacock, A. H. Madar, F. M. Arculli (captain), A. R. Minu, S. A. R. Bux, F. B. Grosse, M. Hassan, S. A. Ismail and O. Runjahn.

THE MORNY "NEW AND TRUE" FLOWER ODOURS.

PARFUM CHAMINADE

JUNE ROSES

NOCTURNE

SERENADE

NUIT de CARNIVAL

VOILETTE

COMPLEXION POWDERS (VARIETY)

BATH DUSTING POWDERS

PERFUMED BATH SALTS MYSTERIENSE

NUIT de CARNIVAL

TRIOMPHE

JUNE-ROSES

NOCTURNE

SERENADE

YESHA

LAVENDER

ROSE-VERVEINE

LANE, CRAWFORD, LTD.

ZED

PER PACKET ... 85 Cts.

AN IDEAL DIET FOR BRAIN AS WELL AS MUSCLE;
CONTAINS MINERAL SALTS THAT NOURISH THE
NERVES, PROVIDE IRON FOR THE BLOOD AND FURNISH
PHOSPHATES FOR THE TEETH AND BONES.

SOLD BY: LANE, CRAWFORD, LTD.

THE MORSE CODE
ON
COLUMBIA RECORDS
THE QUICKEST WAY TO LEARN THE MORSE CODE
\$5.00 PER SET. 6 PARTS
AT
ANDERSON'S.

Wm. Powell Ltd.
TELEPHONE C. 4579.
FOR THE COLD NIGHTS COMING.
DOWN QUILTS.
A LARGE SELECTION OF DESIGNS AND COLOURINGS IN
GOOD GRADE DOWN QUILTS JUST UNPACKED.
COVERINGS SATEEN, SATIN,
SILK TAPESTRY.
FILLING REAL DOWN.
SINGLE SIZE ... FROM \$25.00 EACH.
DOUBLE ... \$31.50
AN INSPECTION IS EARNESTLY INVITED.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE REPARATIONS QUESTION

LATEST IMPORTANT MOVE.

LONDON, October 14th.

The latest important move in the reparations dispute is that Great Britain, France and Italy have agreed that the Reparations Commission shall examine the problem of Germany's capacity to pay on the basis of the proposals Belgium submitted in June, with a view to reconciling the Franco-British standpoints. These proposals estimated that some three thousand million gold marks might be obtained annually from the exploitation of the railways, tobacco, liquor, sugar and other monopolies, deliveries in kind and a share in German industrial profits.

The announcement gains increased significance in view of a Brussels message giving an authoritative statement that German industrialists in the Ruhr are coming forward in increasing numbers to negotiate for the resumption of work and deliveries in kind. Workmen have resumed in a large number of districts. The railway-union are expected to resume on Wednesday. It is added that provisioning is assured throughout the occupied territory.

THE NEWSPAPER OCTOPUS.
EXTENDING ITS TENTACLES.

LONDON, October 14th.

It is reported that the interlocking newspaper interests have gone a step farther by the *Daily Mail* trust acquiring a large interest in Lord Beaverbrook's newspapers, the *Daily Express* and the *Sunday Express*.

A CORRECTION.

LONDON, October 14th.

J. Herbert Jones, not Herbert Jones, tied with Langton for the *Daily Mail's* £1,000 and the Duke of Sutherland's £500 prizes by flying 87½ miles, the greatest distance, at the Lymington gliding contests.

EARLIER CABLES.

GERMANY.

RUHR RAILWAYMEN TO REPORT FOR DUTY.

BERLIN, October 14th.

The Minister for Communications, Herr Oetzer, has issued a manifesto to the railwaymen in the occupied territory who are at present not working, to report to the Franco-Belgian "regie" for duty.

Gen. Mueller, commander of the Reichwehr in Saxony, has prohibited the formation of "proletarian centuries" and similar organisations on the ground of their being used for the purpose of terrorising other sections of the population. The penalty is a fine of fifteen thousand gold marks. This order is a severe blow to the Saxon Socialist and Communist Government, which approved of the formation of such bodies with a view to using them in case of necessity.

THE EXPLOSION AT WARSAW.

TWO HUNDRED KILLED.

WARSAW, October 14th.

It is now stated that over two hundred persons are dead and five hundred seriously injured as a result of the explosion in the citadel. Over two thousand tons of explosives were destroyed. The disaster is officially attributed to foul play, but there is a strong belief that careless fitting of fuses may have been the cause. Many houses in the neighbourhood of the fortress were destroyed, and the military wireless station was extensively damaged. The explosion was heard fifty kilometres away. Relief funds for the families of the victims are meeting with a generous response.

NEW TURKISH CAPITAL.

ANGORA TO REPLACE CONSTANTINOPLE.

CONSTANTINOPLE, October 14th.

The Assembly has voted by a big majority, with twenty abstentions, in favour of making Angora the capital.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

"FAN THE TERRIBLE" DEFEATED.

REPORTED RESCUE OF C.I.M. LADIES.

PEKING, October 14th.

The Honan Tuli, Chang Fu Lai, wired to the Waichiaopu last night stating that he had received an unconfirmed report that the troops had defeated the bandit chief "Fan the Terrible" after a hard fought three-days' battle, and had rescued Misses Darroch and Sharp.

The Waichiaopu had not received confirmation of the message this morning.

[FROM THE "DAILY BULLETIN."]

CAPTIVE LADY MISSIONARIES

KAIKISSE, October 14th.

The bandits who are holding the British ladies, Miss Darroch and Miss Sharp, have reached the mountains at Taying, north of Lushan.

Military operations are absolutely impossible.

THE ABOLITION OF TUCHUNS

PLANNED.

PEKING, October 14th.

It is reported that the officials and President Tso Kuo-fan are planning for the abolition of the Tuchuns, and dividing the country into several military districts, in which certain Generals will be in control of military matters only, and not interfering in civil affairs.

PRESIDENT RECEIVES DIPLOMATS.

PEKING, October 14th.

Mr. Yoshizawa, the Japanese Minister, will present his credentials to President Tso Kuo-fan on Monday morning at 10 o'clock, and the diplomats will be received by the President at 11 o'clock.

PRESIDENTIAL CUMSHAW.

PEKING, October 14th.

President Tso Kuo-fan has given the Peking police and gendarmes a bonus of one dollar each for their extra work and for their efficiency in connection with his inauguration.

RECOVERY OF RUSSIA.

HOPEFUL SIGNS.

PEKING, October 14th.

The general impression we have brought back as to the recovery of Russia is one of hope," said Mr. F. L. Baldwin, the leader of the party of British business men who have just returned from an investigation of the trading prospects in Russia, when interviewed by a Press representative.

"Recovery will be a long job," he continued, "unless the Government can get outside help, but if they cannot get that, they are still confident that they will pull through unaided. They are working under the most difficult conditions and the general economic conditions are not too bad. I gathered that the business men who have just returned from Russia are likely to be disappointed, but after all, it is the bulk of the population. As to the factory workers they are practically all paid on a piecework basis, and are working harder than they did before the war. Not only is piecework pay a stimulus, but the workers generally realise that they have got to work harder. Still, there are no obvious signs of distress. So much more hand-labour has to be done owing to the country having been depleted of mechanical aids both with regard to agricultural and factory work. On our way from Moscow to Petrograd we saw many cases of reaping by means of only a hand-sickle. Undoubtedly there is a trade opening in Russia for agricultural machinery, and also for all things connected with transport, both railway and motor. The Russians are also asking for such things as sawmill plant and mining materials, while there is a tremendous demand for the ordinary necessities of life. The Russians, as a matter of fact, want about fifty times what they can get under present conditions, but the Government, wisely discriminating as to which needs should come first, have decided that what they can afford to buy shall go first to agriculture, that being the greatest essential in the recovery of their country. The Russian Government are wise in determining to keep the trade balance in their favour. They have got it so now, exporting rather more than they are importing, and they mean to hold on to that position." As to how the Russians could get outside help, Mr. Baldwin thought they were looking rather to Great Britain for their trade necessities, believing that Britain was in a better position than any other country to extend them credit. Meantime, trade between Great Britain and Russia was steadily growing.

THE JAPAN EARTHQUAKE DISASTER.

The following items are taken from the latest numbers of the *Japan Chronicle* to hand:—

YOKOHAMA PORT.

SHIPPING COMMUNICATIONS.

The principal Japanese shipping companies decided to resume their calls at Yokohama from the 1st of this month. Temporary offices of the Nippon Yusen Kaisha, the Osaka Shosen Kaisha and the Toyo Kisen Kaisha have been established on the Yokohama waterfront.

The T.K.K. *Sister's* *Maru* left Yokohama for San Francisco on the 24th ult. with a quantity of raw silk for New York. This is said to be the second shipment for America since the earthquake.

FOREIGNERS IN YOKOHAMA.

There are more than 120 foreigners and their dependents who have remained in Yokohama since the calamity, for whom, however, says a correspondent, little has been done by way of food, beyond the Salvation Army, who have done their best with goods supplied from quite unofficial sources and this is likely to finish within the next few days. These people remaining in Yokohama seem to have been overlooked by everyone else.

Another correspondent, in the course of a new letter to the *Chronicle* writes:— "But I expect what the foreigners in Kobe want to hear about most of all is how the foreigners in Yokohama are faring—what he is doing, how he is being looked after. Well, he is not being looked after, he is being neglected. He (and she) tallies according to various estimates, between 125 and 200, stretched out all the way between Higashi-Kanagawa and Negishi, with the greatest number at Negishi. Such supplies as these have been able to get so far have been wangled by the Salvation Army from unofficial sources—sources which are so to dry up. What is Kobe doing about it? The Kobe people, in Kobe, have been wonderfully, but I am quite sure that it was never meant that those who want relief must come to Kobe to get it. However, the commencement of the beginning of a start is being made. The foreign and Japanese officials are working in conjunction with Staff Captain Bigwood of the Salvation Army. They have as unofficial adviser Mr. C. T. Mayes, the father of the Yokohama Dispatch, the gallant little company which have refused to desert Yokohama. But the official machine moves slowly, tangling itself in red tape as it goes. There is an abundance of good will, good intentions and good temper on all sides, but so far nothing very tangible. American stores suitable for foreigners are on the wharf in full view of everyone, but Officialdom is hanging up the relief scheme for two days to find and tally them. Then there is the question of a suitable place for distribution. Under martial law anybody's house or ground can be commandeered, and such have already been commandeered whenever it suited Officialdom to do so, but Officialdom now pretends that the storehouse and office for foreign relief must be built on public land, though there are suitable private waste lots available which have not been built on for years. Let me remind Kobe that the winter is coming on. The foreigners here will not only require food but clothing and footwear. Send boots, strong ones, if possible, as distances are great and Yokohama people have to do a lot of walking, flannel shirts of the army variety, warm underwear, stockings and socks, sweaters and blankets. When sending food, don't forget plenty of baking powder. Some fresh bread will always be welcome as will also be newspapers of any date since the Big Shake. It might be well here to classify the foreigners who remain: There are those who left Yokohama and for urgent personal or business reasons have returned. Many, but by no means all, of these have made arrangements to provision themselves. There are those who are too infirm to travel. Others remain in Yokohama to stand by their property. The last class consists of those who might be in Kobe if they chose, but who prefer unselfishly to remain in Yokohama to minister to the needs of those who are unable to shift for themselves. These four classes overlap more or less, but all will require assistance."

CONDITIONS AT YOKOHAMA.

The same correspondent, whose letter is dated September 28th says: "I need not attempt to describe the ruins of Yokohama. The word 'wasteland' has already been at it. It suffices to say that the Settlement is a wilderness of fallen brickwork and masonry, the streets and lanes obliterated, with only here and there a chimney or the skeleton of a reinforced concrete house as a landmark. There must be hundreds of corpses under the debris, but it is no longer true that dead bodies choke the Creek and the canals and lay strewn along the Bund. All these have been removed as have those in the Japanese parts of the town where, for the most part, the houses were of wood and the fire left very much less to clear up. But foreigners must realise that if they want their dead that lay buried in the Settlement they must come and excavate for themselves. The Japanese cannot be expected to search for bodies (now in an advanced state of decomposition), go over them for jewellery and other marks of identification, tag them carefully and preserve them until friends and relatives come to claim them. If, in the course of clearing a lane through the ruins, coolies come across a dead body, it is cremated where it is found, and the ashes left on the spot. This cremation is being done none too thoroughly, and a starved dog may be seen now and again completing the work of the scavenger. Naval parties and a small but gallant band from the remaining Yokohama residents have done what they could; but I repeat, if at this late hour foreigners want their dead decently disposed of, they must come and do it themselves. I have been told by people arriving from Kobe that rumours are going round there of cholera, dysentery, fever and other infectious diseases at Yokohama. I don't know where these rumours came from. I and foreigners have met have seen or heard of no cases of infectious disease."

INSURANCE QUESTION.
PARTIAL PAYMENT TO BE MADE.
On the 20th ultimo the delegates of the companies belonging to the Japan Fire Insurance Association again sat in conference at the Katjo Building, Tokyo. The meeting lasted four hours and a half, and resulted in the following resolutions being passed:—

1.—That in view of the distress due to the conflagration following the earthquake in the Kanto districts, the insurance companies express deep sympathy with their clients in distress, and offer them such compensation as shall not endanger the continuation of the companies in business.

2.—That the policies taken out by the clients affected by the disaster and otherwise be submitted to the Department of Agriculture of Commerce to determine the extent of the compensation before mentioned in consultation with the Department, and assistance obtained for payment and the continuation of the business of each company.

3.—The proportion to be shared by the direct insurer and re-insurer in the compensation be determined in consultation with the supervising Department.

POSITION OF FOREIGN COMPANIES.

The twenty-eight foreign insurance companies belonging to the Association have notified the Association in the name of the Foreign Insurance Association to the following effect, the above resolutions thus being in no way binding on them:—

"The foreign insurance companies are in receipt of final instructions from their headquarters in their home countries to the effect that in view of the clauses in the policies issued by each company, and the circumstances in which the fire occurred, they cannot recognise any obligations in regard to their contracts, or make any payment with regard to the insurance contracts apart from their liabilities. They admit no obligation to pay condolence money."

The companies not members of the Association, and which are not concerned by the resolutions are Nippon Kyoritsu Fire Insurance Co., Taihei Fire Insurance Co., Nippon Doshu Fire Insurance Co., Nippon Doshi Fire Insurance Co., Tokyo Doshu Fire Insurance Co., The Chosen Fire Insurance Co. also did not participate. Companies which require to have the consent of the Board of Directors before taking action are to arrange immediately for such consent being obtained.

RELIEF SUPPLIES.

CONGESTION AT TOKYO AND OSAKA.

The Japanese papers state that a quantity of the relief supplies piled up at Shikohara, Tokyo, has begun to decay owing to the slowness of distribution, while on the other hand there is an amazing congestion of goods for relief purposes at Osaka and other stations on the Kansai line. The congestion is, of course, greatest at Osaka, chiefly on account of the break in the Tokaido and Chuo lines. At present the Shinjyutsu line, which is greatly inferior in transportation capacity, has to be relied upon to cope with the situation. The relief supplies in the neighbourhood of Osaka are said to be more than 20,000 tons. The Kobe Railway Bureau cannot furnish more than 55 cars a day which carry only some 550 tons, while Osaka can only transport 150 to 200 tons a day.

The goods mainly consist of food, clothes, lumber, medicines, furniture, and cooking apparatus. Besides there is a lot of sugar and fertilizer intended for the Northeast also awaiting transmission at Osaka. Naturally there is keen competition among Osaka transport agencies for speedy carriage. The railway authorities intend to give precedence to clothing and medicine. Minatomachi station is also busily occupied in the conveyance of relief goods at the rate of 120 tons a day, with an accumulation of nearly 2,000 tons. At Okayama station more than 5,000 tons of salt lie awaiting transport to the earthquake region.

The engineers are busily at work on the railways, and have already done wonders, but the task is a difficult one, and it is surprising that more of the supplies have not been carried by sea, as the devastated area is on the sea coast. The work of distribution at Tokyo also seems to require expediting.

OIL LOSSES DURING EARTHQUAKE.

EXPLOSION OF 50 MILLION GALLONS IN JAPAN.

The *Kobe Herald* publishes the following report:—A Shimanecki despatch says that the loss sustained by the Standard Oil Company of New York in the recent seismic disaster is appallingly heavy. To give only one example, the eight oil tanks of the company at Kanagawa containing in all 50 million gallons of oil exploded in *Toto*, thereby involving a loss of about 20 million yen, not taking into account the buildings and other property of the Company. As the Kanagawa branch of the company was conducting business extending over the whole Orient including China and India, the present loss, if not remedied at once, will affect very severely the oil industry throughout the Orient; and, for this consideration the head office in New York will take immediate steps for the prevention of such evil effects.

BATAVIA SWINDLING CASE.

ACCUSED PLEADS GUILTY.

The *Rot. Nieuws van den Dag*, voor *Nederlandsch Indië*, (September 28th) reports:—

This morning Henry John Bridge, underwriter, 29 years of age, born in London, appeared before the Court of Justice at Batavia on a charge of swindling. The President, Maitre Plate, said that the counsel for the accused (Maitre Lips) had given written notice that he was prevented by illness from attending and had applied for a postponement of the trial, to objection to the trial being continued in the absence of his counsel.

The accused pleaded guilty to the charge. In April last he had interviewed the manager of the firm of Ross Taylor, and had asked him for a cheque for about 14,830 guilders, to be paid to a certain Mrs. Moss, a fictitious person. The letter (containing the cheque) went astray, and the post-office paid out the maximum amount due in such cases, Mr. MacAlister, the manager of Ross Taylor, paid the accused the balance of the amount lost (14,830 guilders) at his request, and on the production of a forged policy.

In March the accused had swindled the firm of Ross Taylor in their capacity of agents for the Royal Exchange Assurance Corporation. He had stated that a number of bags of sugar flour, insured by the Royal Exchange, and shipped per *s.s. de Alank* to Singapore, had been damaged by sea water, and he therefore requested payment of the amount due to the holders of the policy, a fictitious Chinese firm of Batavia. The accused had produced a forged policy, a forged declaration from a transportation company, and a few other forged documents in proof of the claim.

The accused was the manager of Ross Taylor's insurance department. He received no salary, only a commission on the policies. One thousand guilders of the 15,000 received in the case mentioned had been paid into the "Economy," the balance had been retained to various people, among others to a certain Mrs. H., with whom the accused was living. Mrs. H. used the money to pay her passage to Europe. The amount received in settlement of the fictitious Chinese firm's claim had been used by the accused to pay his debts.

Mr. MacAlister then gave evidence and described how the accused had been able to obtain the cheques. The witness declared that the accused had no fixed salary. He had to live on his commission, which, the witness estimated, was from two hundred to two hundred and fifty guilders monthly, after deducting the necessary expenses. The witness did not concern himself with the accused's private life. He knew that the accused was living with a lady and, therefore, concluded that he was married. He did not know that the accused was living beyond his means. He knew that the accused owned a race horse.

The President decided to call no more witnesses and the public prosecutor proceeded to formulate his requisition. He pointed out that, although the accused had at first denied all guilt, he had, later on, made a full confession, stating the circumstances in which he was placed when he committed the acts of which he stood accused. "The accused was," said the public prosecutor, "a victim of what one might call the 'easy life.' Having had a good income as manager of the Holland Java Trading Company, he was compelled when that Company liquidated to manage on a much smaller income, and he got into difficulties. The public prosecutor went on to say that, taking into consideration the circumstances mentioned above, and the youthful age of the accused, he would demand such punishment as would enable the accused to mend his ways, to wit: imprisonment for one year and six months, less the period spent in prison under trial.

The accused made no defence, he merely begged the clemency of the Court. Judgment was deferred.

IN OLD SEVILLE.

ROAD CONGRESS COMEDY.

Road experts of the world are anxious to meet the humorist who suggested that the fourth international road congress should be held at Seville.

Those delegates sent from British local authorities do not quite know how to report either on what they learnt from the congress or what they think of the local roads.

Colonel Charles Pinkham, chairman of the Middlesex County Council Highways Committee, and Mr. Alfred Dryland, county engineer, report that the greater part of the conveyance of goods in Seville is by packers on mules and donkeys, or by bullock carts or horse-drawn vehicles; that passenger conveyances, apart from trams, in the town are chiefly horse or mule drawn; that the proportion of motor conveyances is small; and that there is not a great deal of modern road pavement to be seen.

Seville, the report adds, "consists mainly of very narrow streets; indeed, some of the principal streets are only some eight or ten feet wide and are not used for vehicular traffic at all, while the more important roads through the heart of the old town are so narrow that only a single line of tramway-cars travelling in one direction is available, and the foot-paths of these roads are often so narrow that the foot passenger has to be careful he is not swept off by the overhanging part of the tramway-car."

Courteous as is the report, it says in its summary that from the purely British point of view it cannot truthfully be said that any very valuable knowledge was gained by attendance, so far as it was derived from what one saw in Spain; but it was to be hoped that some advantage was derived by the nations more backward in development.

The death occurred on August 27th of Miss Letty Lind, the well-known Gaiety actress of the 'eighties and 'nineties.

SCOTTISH SPORT.

R. AND A. JUBILEE VASE.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 12th.

The final in the handiicap tournament for the Queen Victoria Jubilee Vase of the Royal and Ancient Golf Club was played over the Old Course at St. Andrews and resulted in a win for Mr. A. Hutchison (31), who beat Mr. H. G. Curran (36) by 4 and 2. Both men played good golf throughout the tournament.

Hutchison, with the aid of his liberal allowance, played pluckily; he had met Major Guy Campbell three times before he could defeat him. He belongs to Kirkcaldy. Curran is a young St. Andrews player, and has also exhibited fine golf. Hutchison, however, had the advantage in the putting.

THE SOCCER LEAGUE.
In all three divisions surprising results occurred, and practically the only consistent performers were the leaders in the Senior Division, Airdrieonians and Rangers. The upheaval of the afternoon was the defeat of Partick Thistle at home by Motherwell—Partick Thistle, who the week previous caused something of a sensation by overthrowing Celtic at Parkhead. The Firhill team were unchanged, yet succumbed to their Lanarkshire opponents by two clear goals. Experience counted largely in the game at Clydebank, where Falkirk, another visiting team, secured full points. It was the Stirling Albion club's first victory in the season's competition, in which Ayr United, Clydebank, and Third Lanark have yet to win a game. The failure of home clubs was unusual, if not unprecedented, only Dundee winning outright, and their margin was the narrowest possible against Third Lanark, Morton, or Rangers.

Queen's Park, 0; Celtic, 2. Dundee, 1; Third Lanark, 0. Hibernian, 1; Heart of Midlothian, 1. Partick Thistle, 0; Motherwell, 2. Ayr United, 1; Aberdeen, 1. St. Mirren, 0; Airdrieonians, 1. Clydebank, 0; Falkirk, 1. Clyde, 1; Kilmarnock, 1. Hamilton, Ayr, 0; Raith Rovers, 2.

WESTERN UNION CRICKET.

After a long-drawn-out struggle the championship of the Western District Cricket Union was settled when Drummellier, by defeating Fergallie, made the honour their own. More brilliant sides have won the bays in the past, but there has seldom been a more consistently good team than that which has represented the renowned Drummellier club throughout the season. From the outset Drummellier always occupied a prominent position in the race for the title, but it was only after Greenock had irretrievably lost their grip of the honour, which they held last year, that the Coubridge club became real contenders for the title, who had established a good lead.

BRITAIN SUPREME IN SMALL YACHTS.

SMALL YACHTS.

Mr. G. E. Huperoff writing in a London paper says:—

It may be said without much fear of contradiction that Great Britain is now supreme in small yacht racing. By defeating the United States in the third series of races for the British-American Cup this country has the undoubted right to claim that her designers and helmsmen have greater skill than those of other nations. We would not, however, make this claim solely upon this year's series of races for the British-American Cup, but upon the previous races for this trophy, and also upon a number of triumphs which British designers and yachtsmen have obtained in recent years and just before the war. Britain could not always claim the premier position in building and sailing small racing yachts. In the early nineties we received shock after shock.

About the year 1892 Herrschhoff, the famous American yacht designer, produced the tiny *Grater* *Ver* *Winn*. She was brought to this country and sailed with the pick of the British boats. *Ver* *Winn*, "an exile in a strange land," as one writer put it, simply cleared the deck during her first season.

Nor was this all that happened. On the Clyde, in 1893, the imported Herrschhoff 24-rater *Wendell*, won nearly every race she entered, and in the South the Herrschhoff yachts *Neuben* and *Mar-urna* did well, but not so well as the American-designed 10-rater *Dakota*, which, on the Clyde in 1894, completely outclassed the British "tens." The ugly part of the whole thing was that these American craft beat our own established classes and in our own waters.

Now let us consider the present situation. Of late years Britain has held her own well against the European nations in the open ocean contest, and last year the British *Colin* III won the Seawanhauk Cup in America. But it is in connection with the British-American Cup that Britain has scored her greatest triumph. This cup is contested for by teams of six metre yachts built to the restrictions imposed by the European International Rating Rule, and the contests are sailed alternately in Great Britain and the United States. The very best designers of Britain and America have left no stone unturned in their efforts to produce the fastest boats that can be built under the rating rule, and, as six races are sailed each year to decide who shall hold the cup, a fluke or "snap" win is impossible. In 1921 (in British waters) the British team defeated the Americans, the scores being: Britain 117 points and America 88 points. In American waters in 1922, the United States scored 111 points and Great Britain 104 points—so that at home America gained only 7 points more than Britain. This year, in home waters, Great Britain has scored 129 points to America's 60—a 42-point victory!

Taking the three contests (1921-22-23), Britain has scored 350 points against America's 285 points. The figures are very soothing to our national pride.

The Bishop of London, in a letter on immorality in the parks, protests against "the scandalous conditions prevailing in our parks and open spaces generally, and Hyde Park in particular."

NAPIER JOHNSTONE'S

'N. J. CLUB'

SCOTCH

The "Peg"
pre-eminent
since
1745OBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTSThis pure old Whisky has had, since 1745,
a great reputation amongst connoisseurs
for its mellow flavour, and still maintains
a world-wide identical quality.

An Ancient Blend

Peter Dawson is a
Scotch Whisky. A
pedigree whisky.
Scotsmen have dis-
tilled it. The passing
of years has mellowed
it. We could say a
lot more but when
your lips touch the
glass brim you know
the rest. "Here," you
say, "is a deeply satis-
fying blend."**PETER
DAWSON**
Scotch WhiskyAgents
H. J. RUTTONJEE & SONS
16 Queen's Road Central, HONG KONG

COLGATE'S

Cleans teeth
the
right wayCOLGATE'S
RIBBON DENTAL CREAM

Agents:—HONGKONG TRADING CO., LTD.

VANISHING OF THE STRAW
HAT.

CHANGE IN MEN'S FASHIONS.

Gone like beaver-hair, barrister-whiskers, and Dandridge weepers is the vogue of the straw hat for men of the shape alternatively known as sailor or bowler. Twenty years ago every man of fashion wore a straw hat in summer, whether he was 16 or 60. How many wear them to-day?

The Strand is a representative part of London as any that exists. Through it, in the middle of the afternoon, pass a crowd of clerks and City men, and a sprinkling of visitors from the western haunts of fashion. A count made between Ludgate-circus and Charing Cross at three o'clock on a recent afternoon, when the sun was shining in its glory and the street was so crowded that one had to come to a dead stop every ten yards, gave a score of 82 straw hats worn by men against about 2,000 men who were not wearing straw hats.

It was noticed, also, that most of the straw-hat wearers were men of middle-age. Young men, for the most part, wore soft felt hats of the Homburg shape. About four out of ten wore bowlers. The cloak-room of a City club showed three straw hats; 23 bowlers, and 37 soft felt hats. In a popular City tavern the score was one straw hat, six bowlers, and 21 Homburgs.

Why this change? A hatter could only attribute it to the mysterious perambulations of fashion, which have, for the time being, killed the silk hat, the frock-coat, and the tall single collar, just as, a generation ago, they killed the straw sailor-hat for women, and as they are now killing the short skirt.

THE VANISHED FROCK-COAT.

Twenty years ago," he said, "no man would dare to show himself in the City without a silk hat and a frock-coat. Who wears a silk hat and a frock-coat nowadays, save at a funeral or a fashionable garden party? As a sign of respect, if a man is summoned to one of these functions, he cannot find his old silk hat, and has to do to his hatter for a new one in a hurry. That is the chief way in which we get rid of our old stock. As to bowlers and straws, our chief trade is with the public school, and when the holidays come the boys flatly refuse to wear them. They regard them as part of the school uniform, which they are entitled to drop during the 'vac.' Our chief trade for straw hats is, with the fathers, who like the opportunity of sporting their Old Boy colour at Lord's during the Public School week (harring the Eton and Harrow match, of course), and also at holiday resorts.

The soft Homburg hat is all the thing nowadays, though the bowler shows signs of coming back. So far as we can see, the silk hat has become as rare a thing in London as it used to be in the provinces, where a 'topper' used to mark a son as a doctor unless you were a parson. Comfort is the thing that tells nowadays, and there is no difficulty in combining comfort with style.

PERILS OF PROPHECY.

But no man of knowledge is bold enough to prophesy about fashions. As the long skirt and the crimoline show signs of coming back for women, so, in a year or two, may the silk hat and the frock-coat come back for men. We may even return to peg-top trousers and frogged surcoats. In all matters affecting the adornment of men the surprising thing is that all attempts to revive colours for men's evening clothes have failed—disastrously failed. Even King Edward's navy-blue frock-coat, which looked so nice, did not set a fashion; and the velvet collar for evening dress coats failed to attract.

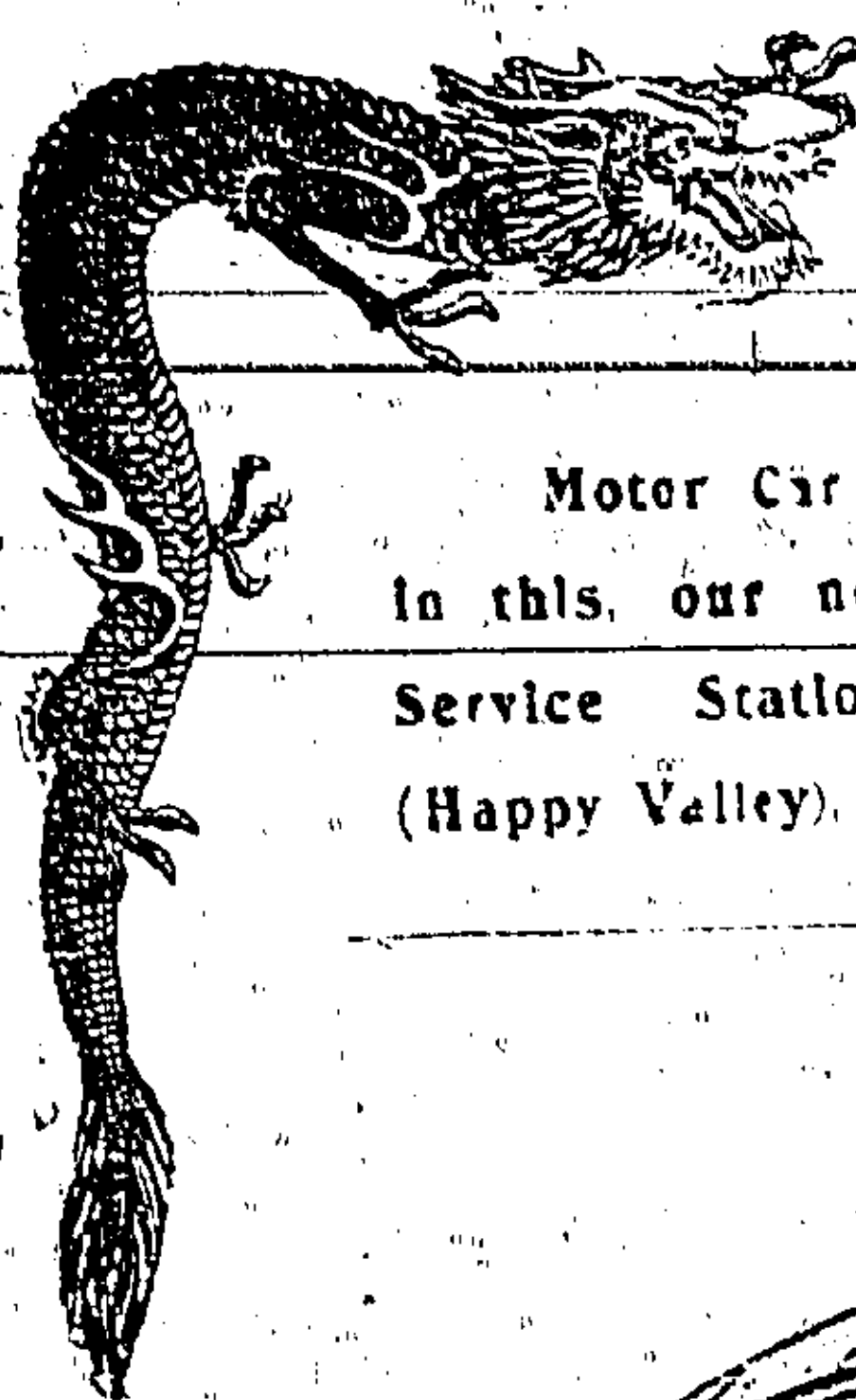
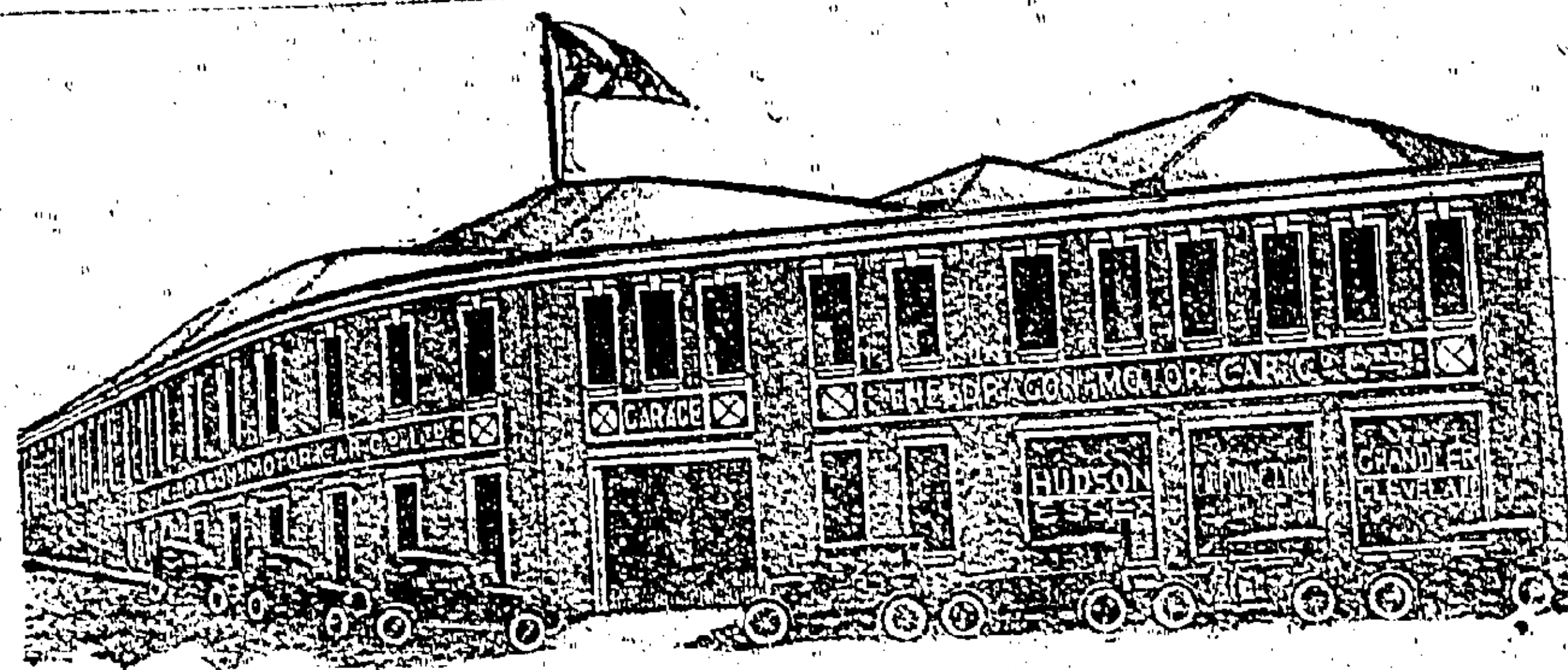
A SLUMP IN SERMONS?

According to a prominent clergyman of the Church of England the standard of preaching has declined considerably during the last twenty-five years, and we have to look in vain to-day for "a Spurgeon, a Robertson, a Liddon, or a Phillips Brooks."

The second part of this statement reminds one quite vividly how much of the interest of the public has indeed drifted away from the pulpit. For how few people who are less than middle-aged to-day will be reminded of anything by the names of these divines? They fall almost as blankly on younger ears as do the names of their mightier predecessors whose thunderings delighted the eighteenth century and the echoes of whose eloquence rumbled on long after they were dead in great three-decker volumes. Tillotson's widow got 2,500 guineas for the manuscripts of her husband's sermons, and what layman to-day has read a line of Tillotson? It might seem, then, that whether or not modern parsons lack silver tongues and orators of brass—the public seems to take a diminished interest in their art. We have, it might be argued, ceased to enjoy being preached at. But the truth is that never in history have people spent more time in listening to voices from the pulpit. Only the pulpit has changed. Our fathers had their secular opinions as well as their morals laid down for them by their clergy, and even the Puritan Adames, with an important political force. Laymen now do much of what parsons used to do. But there is still a demand for preachers of some sort. Most people do still like to hear dogmatic opinions addressed to them. —Manchester Guardian.

MUTATO NOMINE

Country Cousin (who has been asking an exasperating number of futile questions during a drive round London, observes Wornwood Scrubs): "Now, what can that really magnificent building be, George?" Town Cousin (recalling the presence herein of several distinguished financiers): "That? Why that's known all over the world—it's the Institute of Accountants."

Motor Car storing, washing and cleaning
In this, our new concrete Main Garage and
Service Station, Wong Nei Chong Road
(Happy Valley), upper end of Race Course.P R
MONTH
\$20**THE DRAGON MOTOR CAR COMPANY, LTD.**
Main Garage and Service Station. Telephone Central 491 or 3950.REMARKABLE FILM OF
THE GREAT DISASTER IN JAPAN
IN 2 PARTSSHOWING THE TERRIBLE DAMAGE CAUSED BY EARTHQUAKE,
FLOOD and FIRE

SEE IT

AT THE **WORLD THEATRE**

At 5.15 p.m. & 9.15 p.m. Monday and Tuesday.

**SCALP INFLAMED
WITH ERUPTIONS**Itched and Burned. Baby
Cross. Cuticura Heals.

"My baby's head broke out in little red spots which grew larger and formed sore eruptions. The eruptions soon spread all over his scalp which was very much inflamed. He could not sleep on account of the itching and burning, and was very cross."

"I read an advertisement for Cuticura Soap and Ointment and sent for a free sample. After using it we could see an improvement so purchased more, which completely healed him." (Signed) Mrs. Violet Williams, Jubilee Cottage, Llanweny Rd., Newport, Mon., Eng.

"Make Cuticura Soap and Ointment your every-day toilet preparations. Soap 1s., Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. For sample and free advice, write to: F. H. W. & Co., Ltd., 17, Charterhouse Row, London, E.C.1. Also for mail orders with price. Cuticura Soap shaves without razor."



MONDAY, OCTOBER 29th.

JASCHA HEIFETZ.

BOOKING AT MOUTRIE'S.

**Hotels JAPAN AND
MANCHURIA.**Members of Japan Hotel Association
c/o TRAFFIC BUREAU, DEPT. OF RAILWAYS, TOKYO.Average Rates for Single Rooms (without Bath) including meals
Y. 10-13 in cities and some popular resorts.
Y. 8-10 in country districts.

IN JAPAN PROPER		
Chuzenji (Nikko) —	Kyoto: —	Nagoya: —
Le Kaede Hotel	Kyoto Hotel	Nagoya Hotel
Kamakura: —	Miyako Hotel	Nara: —
Kashin Hotel	Matsuyama: —	Nara Hotel
Kanazawa: —	Park Hotel	Nikko: —
Mikasa Hotel	Miyajima: —	Kanazawa Hotel
Mampel Hotel	Miyajima Hotel	Nikko Hotel
Kobe: —	Miyajima Hotel	Osaka: —
Oriental Hotel	Nagasaki: —	Osaka Hotel
Tor Hotel	Japan Hotel	Shimonoseki: —
	Taiwan Railway Hotel	San-ye Hotel
IN TAIWAN (FORMOSA)		
	Taiwan Railway Hotel	
IN CHOSEN		
Fusan: —	Changchun: —	Hoten (Mukden): —
Fusan Station Hotel	Yamato Hotel	Yamato Hotel
Keijo (Seoul): —	Dairen: —	
Chosen Hotel	Yamato Hotel	
Shingaiju: —	Hoshigaura: —	
Shingaiju Station Hotel	Yamato Hotel	
IN MANCHURIA		

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

The M/S. "CHILE"

will be loading for MARSEILLES, ROTTERDAM, AMSTERDAM,
HAMBURG optional LONDON, COPENHAGEN and
other SCANDINAVIAN PORTS.

About 5th November, 1923.

Further Ratings	Expected on or about	Will leave homeward-bound on or about
M/S. "Peru"	9th November	25th November, 1923.
M/S. "Malaya"	8th December	12th December.
M/S. "Annam"	8th January	15th January, 1924
M/S. "Asia"	4th February	10th February, "
M/S. "Java"	4th March	8th March, "
M/S. "Chile"	8th March	10th April, "

Subject to change without notice.
For further particulars please apply to:—**JOHN MANNERS & CO., LTD.**
Agents.

Canadian National Railways

Largest Railway in the World
22,375 Miles

A new Trans-Continental Railway Across Canada operating the best all-steel Express Trains.

Passages booked from any point in the Orient to Canada, U.S.A. or Europe with choice of Trans-Pacific and Trans-Atlantic Steamship Lines in conjunction with the Canadian National Railways from Victoria or Vancouver, B.C.

We are always glad to give complete information about travel at any time.

GENERAL
TRAFFIC
OFFICES
HONGKONG:



QUEEN'S BUILDINGS,
3, CECIL ROAD.
PHONE C. 001.

HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Adolf von Bayer	9,000 tons	18th October.
Hindenburg	12,250 tons	2nd half of November.
*Emil Kirdorf	9,000 tons	Middle December.
*Scheer	12,300 tons	1st half of January, 1924.
*Albert Vogler	9,000 tons	1st half of February.

HOMEWARD for Antwerp, Rotterdam and Hamburg

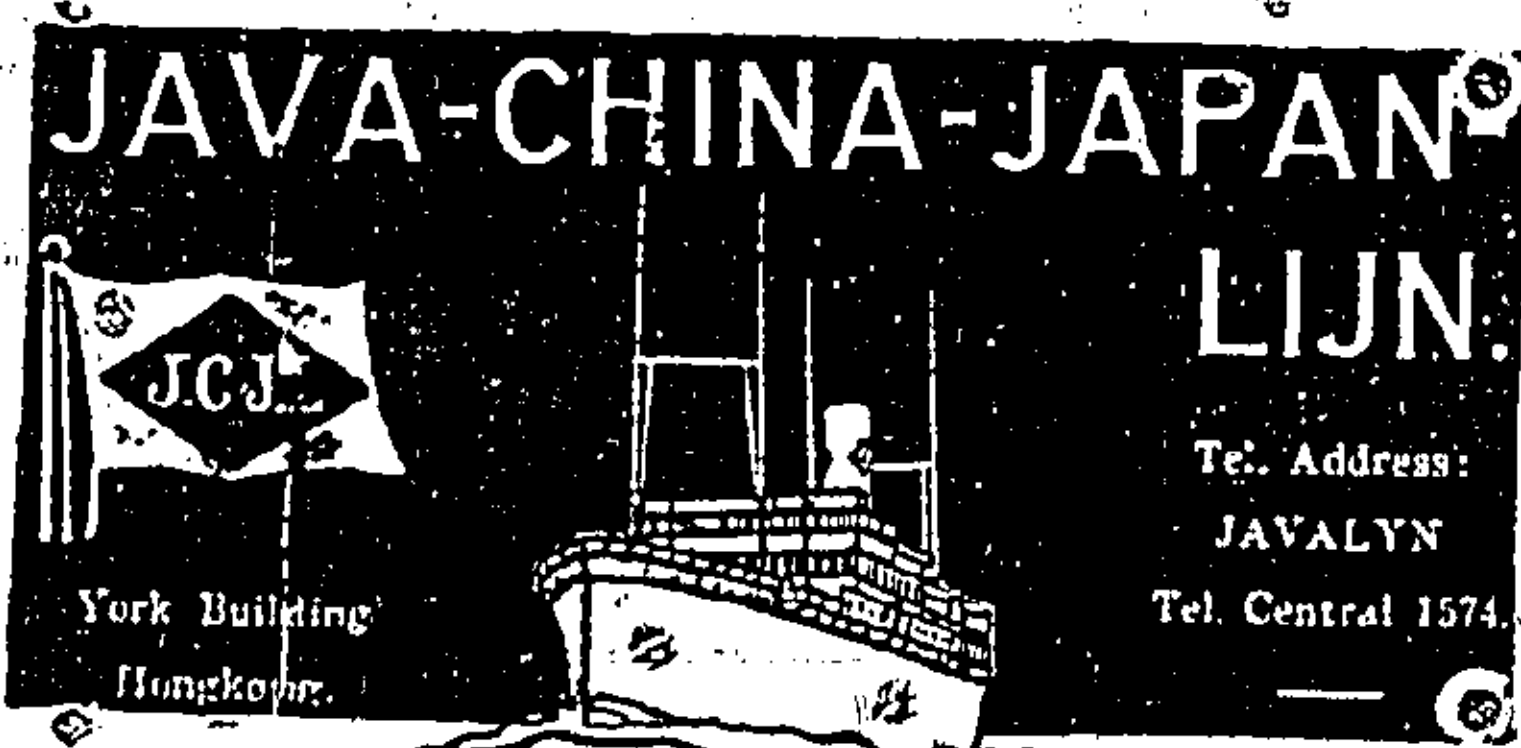
Steamers	Tonnage, d.w.	Departure
*Adolf von Bayer	9,000 tons	20th November, 1923.
Hindenburg	12,250 tons	Calling at Manila.
*Emil Kirdorf	9,000 tons	—
*Scheer	12,300 tons	—
*Albert Vogler	9,000 tons	—

* These steamers are fitted with all comfort for the convenience of about 50 first class passengers.
† Cargo boat.

AGENTS

REUTER, BROCKELMANN & CO.

26, Des Voeux Road Central. Phone Central No. 478.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXP. OF OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITAROEM	JAVA	In port	18th Oct.	SHANGHAI
TJIKINI	JAVA	18th Oct.	20th Oct.	JAPAN
TJITAROEM	NORTH CHINA	28th Oct.	30th Oct.	BATAVIA

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoikow & Pakhoi

a.s. "TAIKWA MARU" ... on or about 18th Oct.

For KEELUNG via Swatow & Amoy

a.s. "FANYO MARU No. 1" ... on or about 20th Oct.

For further particulars, please apply to—

S. MITARAI

Branch Office:
No. 37, Bonham Strand, West
Tel. Central No. 155.

Top Floor, King's Building,
Tel. Central No. 140.

DEBRIS OF BATTLE.

THE BREAKING DOWN PROCESS.

Mr. F. N. Pickett, who has organised the breaking down of the huge dumps of ammunition in France and Belgium, gave some interesting details of the work in a lecture delivered at the Royal Hall.

Mr. Pickett dealt with the methods employed by him during the last three years to convert this huge mass of explosive material and dangerous gases to economic uses. A cinema film explaining many of the processes was shown.

He said the whole of Northern France had been cleaned up. British ammunition had been broken down, the poison gas dissipated, and some 250,000 tons of material had been returned to commercial use. The French War Office first gave him the opportunity to treat 25,000 tons of captured German ammunition. Later, at the invitation of Belgium, he broke up and neutralised all the accumulated and scattered British, French, and German ammunition lying in Belgium. Lord Inverforth, then Minister of Munitions, sent for him, and he undertook the breaking up of the British ammunition lying in France.

20,000 TONS A MONTH.
During the last three years he had command of ten large depots belonging to the Allied Governments, covering an enormous area. Each month 5,000 employees dealt with 1,000,000 shells, 500,000 grenades, and three-quarters of a million fuses, representing the breaking down of 20,000 tons a month.

The primary object in breaking ammunition was to extract the fuse from the shell. He had the shell put in a crude cabinet, buttressed with sandbags and railway sleepers, through which the shell passed. The workers could operate with special fuse tools. The fuse, having been extracted, the charge was either washed out or burnt out. In the case of German shells the same method was used. As regards the technical design of ammunition and the quality of its components, Britain was infinitely superior to Germany. Taking as the requirements of a good projectile reliability, regularity, uniform performance, resistance to exposure, and maximum effect, he found that British projectiles were superior to German ones in all details with the possible exception of maximum effect.

The German mine was liable to spontaneous detonation, and, in his opinion, their powder pellet fuse was a great error. The Germans produced a wonderfully high-grade T.N.T. It was such perfect material that he determined to recover it. Large shells, weighing nearly a ton were cut in half, and the T.N.T. extracted. Millions of rounds of ammunition and bolts of charges for quick-firing guns were dealt with by an appliance which ripped out the bullets and separated the brass case from the copper attachments, while a sluice of water swept away the powder.

CRUSHING GRENADES.
The grenades were put into a crushing machine, broken up like walnuts; the debris were fired, so that when the combustibles were destroyed and the fire extinguished the iron scrap could be collected. Many thousands of tons of cordite were burnt on the French coast. A little powder-trail was laid; when it was fired and the cordite reached, a flame of 60 or 70 feet would leap up, the heat of furious intensity, yielding a grey but not a poisonous vapour. It took at least two years to find out how to deal with the gases. Concluding Mr. Pickett said: "My special work in France was to recover as much of the steel as possible, so it could be returned to industrial purposes, and in the case of some of the chemicals used in manufacturing gases, such as stannic chloride, recovering it because it has a considerable market value. The chemicals, like amato, in high explosive shells, have been secured as valuable fertilisers; indeed, my job was to clear up everything, including small mountains of old tin cartridge cases and literally millions of wooden ammunition boxes.

From the cordite carriers the zinc lining is removed, and the cases are now being sold for flour and corn bins. Parts of old machinery are sent to England to be made into hoes, bicycle parts, agricultural implements, and pots and pans. We have recovered enormous quantities of aluminium, brass, zinc, copper, lead, tin, steel and iron."

A SOCIALIST FAILURE.

LESSON FROM THE AUSTRIAN RAILWAYS.

In a published summary of the report of Sir William Acworth, the British expert, on the railways of Austria, especial stress is laid upon the fact that the lower classes of railway workers, who are far too many, are paid wages which represent full gold parity, while all the clerks and higher officials are paid very much less.

Passenger fares must be brought up to world parity, which will mean that they will have to be more than doubled. At present the third-class fare in Austria is at the rate of about three miles a penny, and all railway workers and their families pay little or nothing.

The deficit on the Austrian State railways this last budget year was about £5,000,000. Sir William thinks that in general the principle of economy in administration is more important than continual raising of tariffs to meet deficits.

The publication in Vienna of this summary raised a storm of indignation among the Socialists, who have looked upon the railways as their special preserve, have

hoped the lines with superfluous workers, and claimed free tickets and ridiculously cheap ordinary fares so persistently that, as Sir William's main recommendations clearly show, their application of Socialist principles to the State railways is the chief cause of Austria's financial difficulties.

Extensive purchases of aeroplanes have been made in Great Britain by the Soviet Government.



There is no need to send your baby home if you give the child

Allenburys'
Foods for Infants

Entirely free from germs, they give complete independence of doubtful milk supply and their use is a safeguard against summer diarrhoea and infantile cholera.

Further particulars and 100 page booklet on "Infant Feeding and Management" will be sent post free upon application to

Allen & Hanburys Ltd.
40 Canton Road, SHANGHAI.

Consider Your Health.

When you consider how much depends upon it, what can be more important to you than the state of your health? If you are troubled with indigestion, loss of appetite, constipation, or any other of the ailments which so often afflict the human system, you are in need of a remedy that will restore you to health and vigor.

Beecham's Pills

are a blessing in the household and a most beneficial "cure" in case of Torpid Liver, Biliousness, Sick-Headache, Indigestion, Loss of Appetite, Constipation,

and other disturbing forms of stomachic or dyspeptic trouble.

Beecham's Pills are good alike for man, woman and child, if taken according to directions. They are pre-eminently a family medicine—a remedy to have at hand in readiness for every occasion where need arises. They have the largest sale of any Proprietary Medicine in the World and have earned the reputation of being "Worth a Guinea a Box."

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO	ALTERATIONS
RANGOON via SWATOW	"HOSANG"	Tuesday, 16th Oct. Noon.
TRINGTAU via SWATOW	"TUNGSHING"	Wednesday, 17th Oct. D.L.
SHANGHAI via SWATOW	"YATSHING"	Friday, 19th Oct. D.L.
MANILA	"WINGSANG"	Friday, 19th Oct. 3 p.m.
HAIPHONG via HOIKOW	"LEESANG"	Saturday, 20th Oct. 10 a.m.
SANDAKAN	"HINSANG"	Saturday, 20th Oct. 3 p.m.
STRAITS & CALCUTTA	"HOSANG"	Tuesday, 23rd Oct. 3 p.m.
TRINGTAU via SWATOW	"TUNGSHING"	Wednesday, 24th Oct. D.L.
SHANGHAI	"CHEONGSHING"	Thursday, 25th Oct. Noon.
KOBE	"KITSANG"	Monday, 29th Oct. Noon.
BANGKOK via HOIKOW	"CHUNSHANG"	Thursday, 1st Nov. 8 a.m.

Calcutta Line—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow, Hongkong, and Shanghai, and from Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, commencing calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when Indochina steamer is present.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" and "MATSHANG" (both steamers having excellent passenger accommodation). Cargo taken at through Bill of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TRINGTAU LINE—A regular service is run from March to November between Hongkong and Tringtau, calling at Weihaiwei and Ostiao.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Tuesday, 23rd Oct., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.
GENERAL MANAGER.

TELEPHONE CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENAMOE"	22nd Oct.	"GLENLUCE"	22nd Oct.	Genoa.
"CARMARTHENSIRE"	31st Oct.	"GLENLUCE"	22nd Oct.	Genoa, Antwerp, Rotterdam & Hamburg.
"GLENGARRY"	1st Nov.	"GLENLUCE"	22nd Oct.	London, Rotterdam & Hamburg.
"GLENAPF"	15th Nov.	"GLENLUCE"	22nd Oct.	End of Nov.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.
The Glen Line, Ltd., AGENTS.

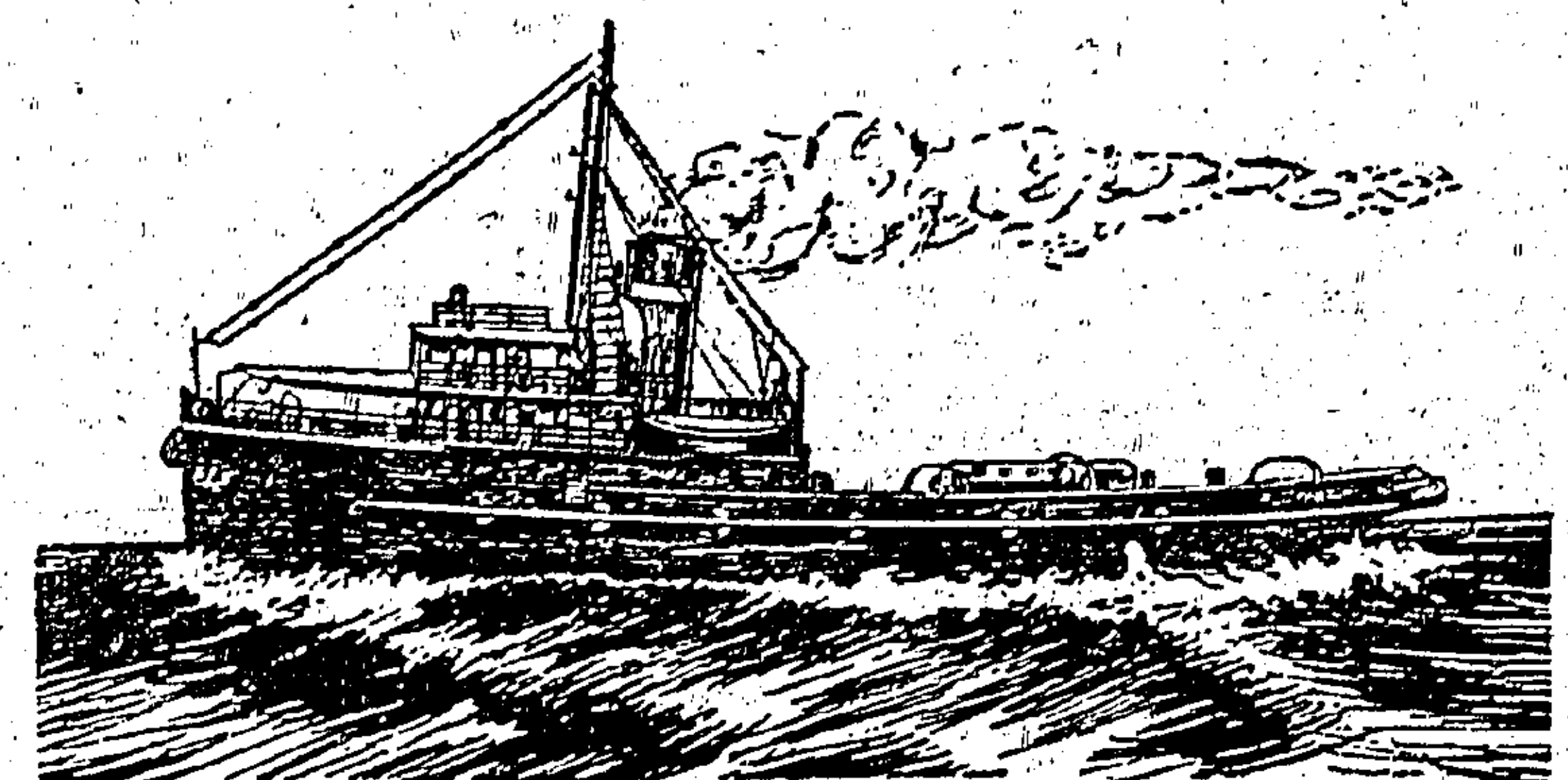
Telephone: Central No. 215 sub-ex. 15 and Central 2890.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P., Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, HONGKONG.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected sailings from Hongkong. Subject to Alteration.

PASSENGER SERVICE.

"CITY OF KARACHI"	16th October	Shanghai and Kobe.
"CITY OF KARACHI"	4th December	Marseilles & London.
"CITY OF KARACHI"	2nd January	Do.
"CITY OF KARACHI"	21st February	Do.
"CITY OF KARACHI"	30th March	Do.
"CITY OF KARACHI"	18th April	Do.

FARES TO LONDON.

SINGLE	1st Class	"A"... 82.	"B"... 84.	2nd Class	"A"... 62.	"B"... 56.
RETURN		"A"... 161.	"B"... 147.		"A"... 103.	"B"... 98.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 780).

or to HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"ALCINOUS"	... via Suez Canal ...	25th Oct.
"CITY OF ORAN"	... via Suez Canal ...	5th Nov.
"TEUCER"	... via Suez Canal ...	15th Nov.
"AJAX"	... via Suez Canal ...	25th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
(Joint service of 1923, 1924.)

HONGKONG AND CANTON. HOLYOAK, MASSEY & Co., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Next Sailings from Hongkong.	Probable Sailing from Hongkong for Marseilles.
ANGERS ...	...	...	30th Oct.
ORILL ...	...	...	13th Nov.
PORTHO ...	...	...	27th Nov.
ANGKOR ...	...	...	11th Dec.
CHAMBORD ...	...	...	25th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ...	88.00	B CLASS (1st Class) ...	89.00
STEAMERS (2nd) ...	88.00	STEAMERS (2nd) ...	82.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

"LIGNE COMMERCIALES" (Cargo Boats).

C. P. "LECOQ" loading for MANILA, ALEXANDRIA, ALGER, ORAN, CASABLANCA, HAYE, ANTWERP, & DUNKIRK about 15th Oct. Also through Bill of Lading issued to HELSINKI, REVAL, and RIGA. Sailings subject to alteration with notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fast in waterways.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFONG ...	Capt. W. C. Passmore	Friday, 19th Oct., at 12 Noon.
HAIFONG ...	Capt. Ellis Walker	Tuesday, 23rd Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.,
General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14 PEDDER STREET, HONGKONG.

P. & O. British India

Apcar and

Eastern & Australian

Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, (INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.)

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SOUDAN"	6,696	17th Oct., Noon	Spore, Penang, Colombo & B'way.
"KARNATA"	9,098	19th Oct., 4 p.m.	(Singapore, Penang, Colombo, Bombay, Aden, Port Said, Suez, Gibraltar & London.
"CALLEDONIA"	7,632	2nd Nov.	B'way, Mars. Gib. L'don & A'werp.
"NELLORE"	6,853	6th Nov.	Mars. London & Antwerp.
"SICILIA"	6,813	14th Nov.	Spore, Penang, Colombo & Bombay.
"MALWA"	10,241	16th Nov.	Mars. Gib. L'don & Antwerp.
"NYANZA"	7,023	24th Nov.	Mars. L'don, A'werp & R'dam.
"KALYAN"	9,083	30th Nov.	Marseilles, London & Antwerp.
"SOUDAN"	6,696	12th Dec.	Spore, Penang, Colombo & B'way.
"DEVANHA"	8,092	14th Dec.	Mars. London & Antwerp.
"KAISAR-I-HIND"	11,430	26th Dec.	B'way, Mars. Gib. L'don & A'werp.

1924.

"RHIVA"	9,097	11th Jan.	MARSEILLES & LONDON
"MACEDONIA"	11,089	25th Jan.	via Usual Ports of Call.
"KASHGAR"	8,440	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARNATA"	9,098	7th March	do.
"NADDERA"	15,993	21st March	do.
"DELTA"	8,097	4th April	do.
"CEINA"	7,052	18th April	do.
"KALYAN"	9,082	2nd May	do.
"KASHMIR"	8,860	16th May	do.

BRITISH INDIA - APCAR SAILINGS

"TORILLA"	5,205	4th Nov.	Singapore, Penang & Calcutta.
-----------	-------	----------	-------------------------------

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	3rd Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,500	1st Dec.	do.
"ARAFURA"	6,000	6th Jan.	do.

Yr. cons. connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and Liverpool via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"CALLEDONIA"	7,632	19th Oct., D.L.	Shanghai.
"JAPAN"	6,052	21st Oct.	Amoy, Shanghai & Kobe.
"NYANZA"	7,023	25th Oct.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	2nd Nov.	Shanghai.
"DEVANHA"	8,092	3rd Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	6th Nov.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must delay their own Hotel expenses at Singapore while waiting the on carrying steamer.
First Saloon Passengers may travel by B.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "SLAVIC PRINCE"	... on 4th November.
S.S. "EASTERN PRINCE"	... on 25th November.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED,

Telephone: Central 5165

Telegrams (Farnes)

(Incorporated in Great Britain)

St. George's Building

[21]

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
AMOI & SHANGHAI	"SUIYANG"	On 16th Oct., D.L.
SWATOW & BANGKOK	"KALGAN"	On 16th Oct., 10 a.m.
HONGKONG	"NANCHANG"	On 16th Oct., 10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 16th Oct., 4 p.m.
AMOI, SWATOW & SINGAPORE	"KIUNGCHOW"	On 16th Oct., 4 p.m.
MANILA	"HUPING"	On 17th Oct., 4 p.m.
SWATOW & SHANGHAI	"KANGHOU"	On 18th Oct., D.L.
SHANGHAI & TIENTSIN	"SOOCHOW"	On 18th Oct., 10 a.m.
SHANGHAI & BANGKOK	"LINAN"	On 20th Oct., 10 a.m.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 21st Oct., D.L.
SHANGHAI	"SUNNING"	On 21st Oct., D.L.
SWATOW, SHANGHAI & PUKOW	"LIANGCHOW"	On 21st Oct., 10 a.m.
AMOI & SHANGHAI	"YINGCHOW"	On 23rd Oct., D.L.
NEWCHANG	"NINGPO"	On 23rd Oct., D.L.

SHANGHAI LINE.—Excellent Saloon accommodation with ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow) and extending to Pakow, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bill of Lading to all ports and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

Telephone Central 88.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports
"CHANGSHA"	...	14th November, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage apply to—

Telephone Central No. 88.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "SURUGA" ... sailing on or about 23rd Oct.
S.S. "BOLTON CASTLE" ... sailing on or about 12th Nov.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING, FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "FIUME" ... sailing on or about 2nd Nov.
S.S. "DUCHESSA D'AOSTA" ... sailing on or about 2nd Dec.
FOR BRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG & COLOMBO.

S.S. "VENEZIA" ... sailing on or about 2nd Nov.
S.S. "FIUME" ... sailing on or about 2nd Dec.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMVOTI" ... sailing from Calcutta on or about 1st Dec.
From Calcutta and Colombo
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.
*This Steamer carries freight only.

For Freight or Passage on any of the above Lines apply to—

Telephone Central 1030.

DODWELL & CO., LIMITED,

Agents.

STREUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "Murre" ... Due Hongkong 25th Oct.
Leave Hongkong 26th Oct.
U.S.S.B. "West Cactus" ... Due Hongkong 28th Nov.
Leave Hongkong 7th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SINGAPORE.

U.S.S.B. "West Ivan" ... Due Hongkong 20th Oct.
Leave Hongkong 21st Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND P. I. PORTS.

U.S.S.B. "West Sequana" ... Due Hongkong 21st Oct.
Leave Hongkong 1st Nov.

For Full Information Apply to

STREUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 2003.

H. E. CASE, Res. Agent.

[22]

